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[a1351]

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[a761]

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Recently Refurnished and Redecorated.  
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Suites de Luxe.  
Bedrooms with European Bath and Lavatory attached.  
Perfect Sanitation.  
The new Lounge will shortly be completed.  
A la Carte Restaurant and Grill Room  
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[MANAGER.  
Hongkong, 24th July, 1905. [a530]

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Hongkong, 1st September, 1910. [a43]

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Hongkong, 4th December, 1907. [a32]

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Every information and special attention given to Tourists.  
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[a773]

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1st FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910. [a408]

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TERMS VERY MODERATE  
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Hongkong, 21st September, 1905. [a478]



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The Daily Press.

HONGKONG, JUNE 5TH, 1911.

During the past week or so many columns have been published about the condensed milk trade in the Colony, with special reference to the value of condensed machine-skimmed milk as food for infants, and what the community does not know of the subject by this time is probably of very little importance. Attention was first drawn to the subject at a meeting of the Sanitary Board on March 14th when the Medical Officer of Health suggested that "in view of the already enormously high mortality among Chinese infants" the Government should be asked to introduce legislation to prevent the sale of cheap condensed skimmed milk except under very strict regulations in regard to the labelling of the tins, not merely to the effect that it is "skimmed milk," a term which the Medical Officer of Health thought the Chinese purchaser would probably not understand, but also to the effect in Chinese that "such milk is quite unsuitable for the feeding of infants." The Government promptly acted on this suggestion and introduced a Bill; whereupon importers of these cheap brands of condensed milk rose in arms against it. They have contended not only that it has not been shown by the Government's advisers that the use of this skimmed milk has contributed to infant mortality, but they have represented that in regard to its nutritive qualities it is superior to the article of food commonly used by the Chinese for the feeding of infants, and in this they have been supported by local medical testimony. On the other hand we have the

Colonial Secretary saying that the Medical Board had informed the Government that in their opinion "machine-skimmed milk is unsuitable for feeding infants under one year of age" and recommending that this should be printed on the labels in English and Chinese. The statement that this milk is largely used as an infant food by Chinese has been challenged, and we see that the Medical Officer of Health derived his information that it was from sanitary inspectors who, one would think, could not claim to know a great deal on the subject, but as their testimony is corroborated by Dr. ALICE SIMON, lately head of the maternity hospital, and now in private practice, there can be no hesitation to accept the statement without further question. There remains then the question as to whether this skimmed milk is better or worse than the "pap" the poorer class of Chinese commonly use, and for which this skimmed milk is now being taken as a substitute. On this point there is no testimony in opposition to that brought forward by the importers of the brands of milk which the proposed ordinance would affect. This testimony says it is superior, and the value of this legislation therefore, from the point of view of the present high rate of infant mortality among the Chinese, depends upon whether the new wording on the label induces Chinese to buy the dearer but more nutritive brands of condensed milk, or fresh milk from the dairy farm, or whether it will cause them to revert to "rice water." Unless there is some confidence as to the beneficial result of this legislation, the justification for it does not appear strong. A point was made that one of the labels bore words in Chinese which were "clearly fraudulent." It does not, however, need special legislation to deal with cases of that kind, for the Food and Drugs Ordinance of 1896, as it stands, contains provisions covering the false description of an article. There is a good deal to be said for the Government of a Colony like Hongkong going even further than that and ensuring that the Chinese purchaser of a foreign article of diet shall understand from the label just what he is purchasing. Our chief apprehension in regard to this legislation has been that it would injuriously affect the position of the port as a distributing centre for this trade. We do not know the value of the local trade in condensed milk, but we see from the Imperial Maritime Customs Reports that the total value of the condensed milk in this imported into China in 1909 amounted to Tls 539,531. A very large part of that trade must pass through Hongkong, and it is well, we think, that it should continue to do so, because it is conceivable that the knowledge that it is first shipped to a British Colony ensures a standard of quality which might not be maintained if shipments were made direct to Chinese ports. We are glad to see the authority of the Hon. Mr. HERRICK for the statement that the enormous distributing trade will not be in any way affected by this legislation, which will simply require that the milk offered for sale by retailers within the Colony shall bear upon the labels words which are now the subject of consideration by a Committee of the Council.

We regret to learn that Sir Horamjee Moly had a relapse.

The Siamese royal yacht, with the Queen Mother on board, left Hongkong on Saturday for Haiphong.

Mr. W. D. Barnes, the Colonial Secretary, is a passenger by the P. & O. Arcadia due here on Wednesday.

The Gazette announces that Hollow has been proclaimed a port of call at which an infectious or contagious disease prevails.

It is notified by the Registrar of Companies that the name of the San Hing Steamship Co., Ltd., has been struck off the Register.

It is announced in the Gazette that, except when otherwise specially ordered, the Chinese recreation ground will be opened from 5 a.m. to 9 p.m.

At 4.30 p.m. on Saturday two men armed with knives waylaid a fishmonger near the Wongneichong gap on the Stanley Road. The robbers relieved their victim of all the money he had in his possession, 35, and departed.

At four o'clock yesterday morning the firemen were summoned to a fire which occurred in a pig goods shop at 145, Bonham Strand East. When the brigade arrived the fire had a firm hold, and it took a few hours' hard work to get it under way. The shop was practically gutted.

His Excellency the Governor has been pleased to appoint Mr. E. Shilling to be an additional member of the Court of the University of Hongkong, and Dr. G. P. Jordaa to be an additional member of the Council of the said University.

The Sanitary Board holds its first meeting in its new offices in the General Post Office tomorrow. The agenda is a small one, the principal item for consideration being correspondence relative to the proposed draft conservancy and conservancy bye-laws.

The management of the Bijou Theatre in Wyndham Street have kindly offered to give a free entertainment to the married families of the Garrison at the Bijou Theatre at 4 p.m. on June 22nd (Coronation Day).

Her Majesty the Queen Mother of Siam, who visited the Netherlands Hospital and Alice Memorial Maternity Hospitals on Friday morning, has been graciously pleased to send a donation of \$400 towards the work.

A regulation made by the Governor-in-Council under the Merchant Shipping Ordinance states that vessels plying between Hongkong and the sheltered and partially sheltered waters of Castle Peak and Deep Bay may carry the number of passengers which they are allowed to carry when within the local trade limits.

At the race course on Saturday, after the Jockey Club meeting, Mr. T. E. Hough offered for sale a number of race ponies. Only two animals, however, changed hands, the bids generally being below the reserve. Jack Spraggon was sold for \$50, and Mountbatta (late Highland Tarn), the winner of the last race of the day, brought \$275.

It is notified that, unless with the express permission of the Director of Public Works, no wheeled vehicle other than a ricksha, bicycle, tri-cycle or other similar machine not propelled by motor, and a parambulator or other similar machine, shall be allowed on Kennedy Road, and the wheeled vehicles mentioned must proceed round the bends of Kennedy Road at a moderate speed.

Owing to an outbreak of cholera in Lower Forak, all the roads and bridge paths leading from the infested area are surrounded by a cord and patrolled by Malay States Guides. The Malay Mail is informed that the outbreak is principally among Malays, with a few Chinese, and is in the Mukims of Teluk Bharu and part of Sri Durian. The authorities are adopting energetic measures to prevent the disease spreading.

Amongst a number of new Fellows elected at a meeting of the Royal Colonial Institute on 2nd ult. were the following:—Hon. Warren Delabre Barnes (Colonial Secretary, Hongkong), Sir Ernest W. Birch, K.C.M.G., Captain F. W. Lyons (Hongkong), and Messrs G. W. Y. Craig (Federated Malay States), T. F. Dixon (Siam), P. S. Evans (Singapore), E. D. Haskell (Hongkong), F. T. Holbrook, F. A. Holland, J. S. Oliver, and Noel F. W. Paul (all of the Federated Malay States).

## HARBOUR IMPROVEMENT AT MACAO.

Our Macao correspondent writes on June 2nd as follows: I am pleased to say that after many years' talking about improving the harbour the work is soon to be commenced. Some credit for this devolves on Senor Machado, who will have the honour of seeing this long-needed reform begun during his governorship of the Colony. The contract, which is in course of being signed or is already signed, is for the dredging of a channel in the harbour, the scheme, it is said, being based on a report made years ago by Captain Clarke, as he then was, of the Hongkong, Canton, and Macao Steamship Company. The amount of the contract for \$150,000. This is to be spent within three years in providing a channel 40 metres broad and 12 feet deep when the tide is at its lowest. It is understood that the contractors are to enter into a contract for ten years to keep the channel open by dredging. I understand that Messrs. Macdonald & Company of your city are undertaking the work, which is to be commenced soon.

## FURTHER GAMBLING RAIDS.

## ANOTHER FATALITY.

On Friday night the police executed two gambling warrants in the city, one Chinese who attempted to escape from a house which was raided being killed, and another injured. One raid was made on the third floor of 27, Queen's Road East, where sixteen gamblers were captured. After another man who was seriously injured in the yard beneath the floor where the arrests were effected. It is surmised that this man, becoming alarmed when the cry of "police" was raised, leaped through the window with the object of making his escape. He was promptly removed to hospital, and died shortly after admission. The remaining sixteen were charged before Mr. Wood at the Magistrate's court on Saturday, when the two keepers of the game were fined \$25 apiece and each of players \$2.

The second warrant was executed on the third floor of 49, Queen's Road East. There eight arrests were made and another man who had jumped from the verandah was subsequently picked up with a broken leg and removed to hospital. The men appeared before Mr. Wood, who fined each of the keepers \$50, and each of the six players \$4.

## A QUESTION OF GOOD MANNERS.

A representative of the Times of Ceylon who made enquiries at the Ceylon Governor's residence at Nawara Eliya regarding the absence of the name of Mr. P. Ramanathan, C.M.G., from a private list recently made public, was furnished by the Governor's A.D.C. with the following explanation:—"When the private list was being revised and brought up-to-date under the directions of H.E. the Governor, it was brought to notice that Mr. Ramanathan, though residing in Colombo, had not called at Queen's House, nor paid his respects to the Governor, for three years, and that his name did not, therefore, any longer appear on the Governor's visiting list. Consequently it could no longer be included in the private list. If the A.D.C. receives a proper apology for this breach of good manners and want of courtesy, he has received instruction to restore Mr. Ramanathan's name to both the visiting and private lists."

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1904.]

[DAILY PRESS' EXCLUSIVE SERVICE.]

## THE OAKS.

LONDON, June 2nd.

The result of the Oaks is as follows:

Mr Broderick Cloete's Cheri Moyn 1  
Capt. Forrester's Tootles ... 2  
Lord Derby's Hair Trigger ... 3

## THE MURDER OF CHINESE IN MEXICO.

PEKING, June 3rd.

The Mexican Charge d'Affaires has expressed to the Waiwupu the regret of his Government regarding the incident at Torreon, when several non-combatant Chinese were killed by revolutionaries, and promised full investigation and reparation.

[DEUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE BRITISH DOMINIONS AND TREATIES.

LONDON, May 2nd.

The Imperial Conference has adopted a resolution having reference to the consultation of the Dominions in future regarding the negotiation of Treaties with Foreign Powers.

## THE ALLEGATIONS OF FRENCH BARBARITY.

FRENCH EXPLANATIONS.

LONDON, June 3rd.

The "Temps" (Paris) explains that the raid carried out under French officers at Lima (Morocco) was made in consequence of the barbarous cruelty of the inhabitants to French couriers.

The sale of women and children is positively denied.

## DECLARATION OF LONDON.

APPROVED BY IMPERIAL CONFERENCE.

LONDON, June 3rd.

The Imperial Conference has passed a resolution in favour of the ratification of the Declaration of London.

## THE KING'S BIRTHDAY.

LONDON, June 4th.

The King has received world-wide congratulations on the occasion of the anniversary of his birthday.

## NEW PORTUGUESE FLEET.

LONDON, June 4th.

The "Morning Post" publishes a message from Lisbon stating that it has been decided to expend £10,000,000 on the new Portuguese arsenal and fleet, the work to be executed by British engineers and supervised by British naval officers.

## THE STRAITS SHIPPING BILL.

HAS A COMPROMISE BEEN MADE?

The Singapore Free Press understands that the chairman of the Homeport Conference has received a telegram from Home that "future bookings for cargo can be made." Report adds that the rates will continue from July 1st as at present.

The Government have no information to be made public on the subject, beyond the fact that Sir John Anderson met the representatives of the Shipping Conference on Thursday. From the wire mentioned above, it is concluded that an understanding has been arrived at between the representatives of the Conference at Home and Sir John Anderson on behalf of the Government. When the Shipping Bill was passed in the Straits, the Conference gave notice that it would not undertake future bookings for cargo. The dislocation of trade threatened was averted till the Governor had arrived Home and had met the representatives of the Conference with a view to a compromise.

With further available information, we must leave our readers to draw their own inferences that (1) The Conference has given way and the Shipping Bill will become law, or is unnecessary; or (2) The Governor has given way and the Shipping Bill will be abandoned. There are difficulties in the way of accepting either view. With the Imperial Conference to consider the question of Kings and deferred rebates, it seems hardly likely that the Straits would be given a say before the whole question had been dealt with. Knowing the strength of the Conference, and the importance it places on the rebate system, it seems hardly likely that the Conference would give way. Possibly the compromise, if there be one, consists in the abandonment of the so-called "secret rebates" system as practised in the Straits alone. In which case there will be some Singapore firms to be sympathised with.

## THE KING'S BIRTHDAY.

Saturday, the anniversary of the birthday of His Majesty King George V., was a public holiday in Hongkong, as in other parts of the Empire, and the occasion was fittingly celebrated in the Colony. It was a bright, warm day, and there was no sign of rain to mar the many festivities which had been arranged. All public offices and foreign firms were closed, and flags drooped from flagstaffs. Most ships in the harbour were dressed, and the Royal Standard flew from the flagstaff of Government House. Trippers left the city early to make the most of a glorious day, and the various sporting clubs were well patronised.

As usual on the King's Birthday, a large number of members assembled at the Hongkong Club at noon, and, on the invitation of the Chairman (the Hon. Mr. Montague Ede), drank to the King's health.

## REVIEW OF THE TROOPS.

At 10 a.m. His Excellency the Governor reviewed the troops on the Hongkong Cricket Club's Ground. The general opinion was that the review was an excellent one as far as it went, but that the evolutions were too brief and the locality too confined. There was insufficient room for the troops to manoeuvre and a large section of the public, who were closely packed in the surrounding streets, were unable to secure more than a passing glimpse of the pageant.

The usual order of former reviews was departed from, probably owing to the locality in which Saturday's parade was held. His Excellency the Governor on arrival did not inspect the troops, and the march-past was in force instead of in file. No feu de joie was fired, only the Royal Salute from the cannon which were drawn up on the parade ground on the opposite side of Queen's Road.

As early as 7 a.m. people were on the scene awaiting the falling-in of the troops, and the police under Chief Inspector Baker had a busy time in regulating the traffic. By nine o'clock a large crowd had assembled in Jackson, Chater and Murray Roads, and in the cricket ground near the saluting base on the Queen's Road side. Others, eager for a clearer view of the proceedings, found nois of advantage in the top stories of the block of buildings from the Hongkong Club to Messrs. Butterfield & Swire's offices. Another crowd looked on from the verandahs of the Naval Offices, while other spectators viewed the proceedings from the roofs of the City Hall and the new Law Courts, some climbing as high as the dome of the latter building.

By 9.35 a.m. the troops were all in readiness, and the scene on the cricket ground was a very picturesque one. On three sides of the ground the different detachments were drawn up, while in the centre were stationed the K.O.Y.L.I. band and the pipers of the 126th Baluchis. Officers flitted about issuing orders, while the Garrison Sergeant Major, on whom the brunt of the work fell, was kept exceedingly busy until all was in order for the arrival of H.E. the Governor. The following detachments paraded at the strength mentioned:—

| Officers   | Rank |
|--|------|
| Naval Band ...   | 3    |
| Royal Marines ...                                      | 1    |
| Royal Garrison Artillery ...                           | 3    |
| H.K.S.B. R.G.A. ...                                    | 2    |
| Royal Engineer, including 20 Chinese of 40 Company ... | 2    |
| 1st K.O.Y.L.I. ...                                     | 3    |
| Hongkong Volunteers ...                                | 3    |
| 12th Rajputs ...                                       | 3    |
| 126th Baluchi Infantry ...                             | 3    |

Just before ten o'clock His Excellency the Governor arrived, accompanied by Captain Mitchell-Taylor, A.D.C. and Captain Simons, Private Secretary, and proceeded to the saluting base, where he was joined by Colonel St. John, Officer Commanding the Troops, Major Tallooh and his A.D.C. Commodore Eyres and his flag lieutenant, and Major D. MacDonald of the Volunteers. With the arrival of the Governor the troops sloped and presented arms, and the Band played the first six bars of the National Anthem. On the command of Colonel St. John arms were then ordered.

At 10 p.m. the Union Jack was broken at the masthead, the troops were called to attention, and the guns of the R.G.A. opened in a Royal Salute which shook the buildings in the vicinity, and the echo was borne as another salute from across the water. At the conclusion of the last of the 21 guns the troops sloped arms and gave a Royal Salute, while the Band played the National Anthem. Then, on the call of the Officer Commanding, the European troops removed their helmets, and, taking their time from him, raised three hearty cheers for the King.

The march-past followed. The different detachments formed four, and in the order mentioned above, and to the strains of their regimental marches or pipes, marched past the saluting base, where H.E. the Governor took the salute as each detachment passed. This was the final scene of the review, and the participants returned to their different barracks and enjoyed with others a pleasant holiday.

## "CHARACTER NOTES."

The text has been issued in England of a Bill to make compulsory the giving of "character notes" to servants. The measure proposes to enact that every employer shall give to every person leaving his employment, by dismissal or otherwise, upon application being made, a certificate or "character note," in writing, as to his or her general conduct and competence whilst in his employment, and shall give to the applicant an exact copy of any testimonial or "character note" which he may send to any other employer. Any employer who shall refuse to give to applicants such testimonial or character note, or a copy thereof, or who shall willfully make false statements respecting the character or competence of the applicant, shall be liable to a penalty not exceeding £25.

## CORONATION CELEBRATIONS.

## THE LIST OF COMMITTEES.

The full list of the Committees has now been published. They are as follows:—

**General Committee.**—Sir Francis Pigott, Chairman; Commander Aeron, R.N., Mr. G. E. Anderson (Colonial Secretary for the United States), Mr. F. H. Armstrong, Mr. A. Tak, Mr. G. Balloch, Mr. J. W. Barretto (Consul for Mexico), Commander C. W. Beckwith, R.N., Mr. B. J. Botello (Consul for Nicaragua), Hon. Mr. A. W. Brown, Mr. Chau Siu Ki, Mr. Danjou (Consul for France), Mr. W. Dickson, Mr. Duncan Clark, Mr. R. M. Dyer, Hon. Mr. C. Montague Ede, Mr. G. Friedland (Consul for Denmark), Mr. T. F. Hough, Mr. J. H. Hough (Consul for Japan), Mr. R. W. Logan, Mr. C. S. Gublay, Mr. B. A. Hale, Hon. Dr. Ho Kai, Mr. C. Ho, Mr. Ho Fook, Mr. Ho Koon Tong, Mr. A. Shelton Hooper, Mr. T. F. Hough, Mr. Hurdado (Consul-General for Panama), Mr. E. A. Irving, Rev. F. T. Johnson, Mr. W. King, Mr. Lau Chu Pak, Mr. W. W. Logan, Mr. H. W. Looker, Hon. Capt. F. W. Lyons, Mr. G. H. Modhurst, Sir Horamjee Moly, Mr. Ng Hon Cui, Mr. V. d'Ostingen (Consul for Russia), Mr. A. W. H. E. Pollock, K.C., Major Ralph, B.H. Rajput, Mr. B. De Ross (Consul-General for the Netherlands), Mr. H. W. Robertson, Hon. Mr. C. H. Ross, Mr. N. J. Stubb, Mr. S. Swart (Vice-Consul for Sweden), Mr. J. A. Tarrant, Dr. de Tollenaere (Consul for Belgium), Mr. S. W. Tso, Mr. Z. Volpicelli (Consul-General for Italy), Dr. E. A. Voretzsch (Consul for Germany), Hon. Mr. Wei Yuk, C.M.G., Lieut. Wolman, Mr. M. P. White, Mr. C. D. Wilkinson, Mr. R. W. White, Consul for Austro-Hungary, Major Withcom, K.O.Y.L.I., Mr. Wong Kam Fok, Mr. David Wool, Major Woodbridge, 126th Baluchis, Mr. Young Yik Ting, Secretaries:—Mr. J. F. Macgregor, Mr. A. Temperley, Mr. P. S. Jameson—invalided, Assistant Secretaries:—Mr. Balmer Johnson, Mr. W. E. L. Shenton, Mr. L. F. Toward.

**Executive Committee.**—Sir Francis Pigott (Chairman), Hon. Mr. A. W. Brown, Mr. C. Montague Ede, Mr. G. Friedland, Mr. A. Hale, Hon. Dr. Ho Kai, C.M.G., Mr. Ho Koon Tong, Rev. F. T. Johnson, Mr. Lau Chu Pak, Mr. H. W. Looker, Hon. Capt. F. W. Lyons, Hon. Mr. H. E. Pollock, K.C., Hon. Mr. C. H. Ross and Hon. Mr. Wei A. Yuk, C.M.G. Secretaries:—Mr. J. F. MacGregor, Mr. A. Temperley.

**Collection Subscription Committee.**—Hon. Mr. C. H. Ross (Chairman), Mr. E. H. Armstrong, Mr. G. Balloch, Mr. A. W. Brown, Mr. Y. C. Chan, Mr. Chau Siu Ki, Mr. W. Dickson, Hon. Mr. C. Montague Ede, Mr. C. S. Gublay, Mr. R. Hancok, Rev. C. H. Hocking, Mr. Ho Fook, Hon. Dr. Ho Kai, Mr. T. F. Hough, Mr. R. W. Logan, Mr. G. M. Modhurst, Sir Horamjee Moly, Mr. Ng Hon Cui, Mr. N. J. Stubb, Hon. Mr. Wei A. Yuk, C.M.G., Mr. H. P. White, Past and Present Members of Tenix Wa Hospital, and Po Lung Kuk, The Editor, China Mail, The Editor, Hongkong Telegraph. Secretaries:—Mr. A. Temperley, Mr. L. F. Toward.

**Cathedral Service Committee.**—Rev. F. T. Johnson (Convener), The Lord Bishop of Victoria, Hon. Dr. J. M. Atkinson, Mr. A. Bryer, Dr. F. W. Clark, Mr. H. L. Donny, Mr. A. H. Harris, Rev. A. C. Morison, R.N., Rev. W. Foster Pegg, G.O.F., Hon. Mr. H. E. Pollock, K.C., Colonel St. John, B.E. Secretary:—Mr. Balmer Johnson.

**Children's Entertainment Committee.**—Hon. Mr. H. E. Pollock, K.C. (Chairman), Mr. Chan Kai Ming, The Rev. Father Dr. Morris, The Hon. Dr. Ho Kai, C.M.G., Mr. Ho Koon Tong, Mr. A. Shelton Hooper, Mr. T. F. Hough, Mr. E. A. Irving, The Rev. F. T. Johnson, Mr. W. King, Mr. Lau Chu Pak, Mr. H. W. Looker, The Rev. Father Noal, The Rev. Father Robert, Mr. H. W. Robertson, Mr. A. H. Shelton, The Rev. H. O. Spink, Mr. A. Stubb, Mr. C. S. Gublay, Mr. J. A. Tarrant, The Hon. Mr. Wei A. Yuk, C.M.G., and Mr. David Wool. Secretary:—Mr. W. E. L. Shenton.

**Procession Committee.**—Hon. Mr. A. W. Brown (Chairman), Hon. Capt. Lyons, Mr. Ho Koon Tong, Mr. Chan Siu Ki, Mr. Chan Kang U, Mr. Chan Kai Ming, and Hon. Mr. Wei A. Yuk, C.M.G. Secretary:—Mr. W. E. L. Shenton.

**Lighted Decoration Committee.**—Mr. H. W. Looker (Chairman), Mr. L. G. Bird, Mr. A. Bryer, Mr. Chan Siu Ki, Mr. A. Fung Wa Chun, Mr. M. H. Logan, Mr. Ho Koon Tong, Major Ralph, B.H. Rajput, Mr. H. P. Tooker, Major Withcom, K.O.Y.L.I., Major Woodbridge, 126th Baluchis. Secretary:—Mr. Balmer Johnson.

**Illumination and Fireworks Committee.**—Sir Francis Pigott (Chairman), Commander Aeron, R.N., Mr. A. Hale, Mr. C. S. Gublay, Commander Beckwith, R.N., Mr. H. W. Bird, Mr. H. F. Campbell, Mr. W. L. Carter, Mr. Chan Kai Ming, Mr. Chan Kang U, Hon. Mr. C. Montague Ede, Mr. F. Graham, Mr. George Hastings, Mr. J. Stoddart Kennedy, Mr. H. W. Looker, Mr. G. C. Moxon, Mr. She Po Sham, Capt. P. H. Mitchell Taylor, A.D.C., Mr. S. W. Tso, Mr. W. J. Tatcher, Lieut. Wolman, R.N., Major Woodbridge, K.O.Y.L.I., Mr. Wong Kam Fok, Mr. Yung Yik Ting, Kowloon, Mr. E. R. Hallifax (Convener), Capt. Aitken, Mr. R. P. Chalmers, Rev. H. O. Spink, Capt. Unsworth, New Territories and Islands:—Mr. G. N. Orme and Mr. S. B. C. Ross. Secretary:—Mr. J. F. Macgregor.

The following officers have kindly consented to serve on the sub-committees of the "Day-light Decoration" and "Illumination and Fireworks" Committees:—Lieut. Hurdado, R.N., Capt. G. E. Garet, R.A. Lieut. H. O. Paris, R.A. Lieut. A. P. W. Ward, R.E. Lieut. A. F. Day, R.E. Lieut. E. L. Brown, R.E. Capt. F. J. G. Agg, K.O.Y.L.I., Lieut. M. F. Day, K.O.Y.L.I., Lieut. H. P. G. Carter, K.O.Y.L.I., Lieut. H. A. Law, K.O.Y.L.I., and Major J. A. Stewart, A.O.D.

## ICHANG-WANHSIEN RAILWAY.

Good progress has been made during the year on the railway to Szechuan, and there are now 30,000 men employed on it. Construction trains are running for several miles from Ichang, and the embankment is almost completed to the first tunnel, which is some 1,000 feet long, and was successfully pierced several months ago. The work is being vigorously carried on at another tunnel, 6,000 feet long, as well as on the earthworks up to Kweichow, about 100 miles. At Ichang several hundred acres of land have been raised, numerous godowns, machine shops and station buildings erected, and a certain amount of bunding done at the wharves. The line runs inland from Ichang, and comes out at the Yangtze river near Hsiang Chi, about 90 miles distant; it then follows the river for some 30 miles, when it will go inland again along a route which has not yet been finally determined upon. The country to be traversed is very mountainous, and it is estimated that the section to Wanhsien will take some 15 years to complete.—Peking Daily News.



## RANDOM REFLECTIONS.

The belief that the new moon would bring along better weather conditions was justified after all. The rain did cease on the day when the crescent appeared in the sky, and the return of bright sunshine was appreciated by every body. Blake Pier is becoming thronged of an evening, as it always is in the good old summer time, which means, of course, that bathing is in full swing. Swimming parties are now finding their way by rail to Taiipo, where matbaths are being erected on a little stretch of beach.

The bombshell which Mr. W. L. Carter exploded by calling attention to the likelihood of the American flag flying over our New Post Office has shattered our confidence in the wisdom of the Government. Not since the agitation over the "finest siting the Colony" have they done anything or contemplated anything which roused so much opposition as their proposal to let a portion of the New Post Office to the American Consulate. The subject has been freely discussed since Mr. Carter ventilated it in the *Daily Press*, and there seems to be a consensus of opinion that, apart from the unfitness of the whole thing, the fact that more accommodation is provided than can be utilized by Government offices suggests a negligence for which somebody should "get it in the neck."

If the Government is really desirous of seeing the whole building occupied by Government Offices, and would welcome a suggestion on the subject, I would respectfully beg leave to offer two. In the first place I think it very desirable that at least one European Officer of the Post Office should have quarters on the premises. That suggestion, I think, will be very widely endorsed. The second proposal I have to make is that the Shipping Master should be accommodated in the building. Among shipping men it has always been a grievance that they should be compelled to go all the way to the Sailors' Home at West Point, to interview the Shipping Master. In the old days when ships made a stay of several days in port, perhaps the sense of grievance was not so keen as it is in these days when the majority of vessels are here one day and off the next, and though the introduction of trams has provided a means of rapid travel to the Sailors' Home it remains a source of constant annoyance that the Shipping Master should be fixed there and his removal to more central quarters would be greatly appreciated. And could not the Revenue Department also be more suitably housed in the new Post Office building? When you come to look round, it is not a difficult matter to fill up the building with Government departments.

To-morrow the Sanitary Board meet for the first time in their new quarters, the new Post Office building. The rumour that the Sanitary Board is to have a flag is positively denied; so also is the rumour that the Board is to possess an appropriate heraldic shield with crest and Latin motto. In anticipation of such a desire, however, I understand that a local gentleman learned in heraldic lore has designed a picturesque shield and described it fully in the jargon of the laws of heraldry, but I doubt if the device would secure registration at Heraldic College.

The Legislative Council had a field day on Thursday. There was a full dress debate on that overgrown subject, the military contribution, when the Hon. Mr. Ede attempted to sail the position from a new point, but though he brought much fresh material to bear on the question he had to realize that his attack was just as likely to be as successful as Don Quixote when he tilted at the windmills. Sir Henry Berkeley was no more successful in presenting the case for those who opposed what for short may be called the Condensed Milk Bill. The Council heard all he had to say, and then proceeded to pass the Bill practically in the form to which opposition had been taken. The trade may feel a grievance, but they have doubtless made the most of the time that has elapsed since the Bill was introduced and that will elapse before it comes into operation.

We have always cherished a fondness for dogs as the friend of man, but in Hongkong during the past week one or two canines have been proving themselves to be the friends of the policeman. I don't mean to suggest that a policeman is any less of a man or more of a man because he is a policeman. Still, our members of the Force are exposed to dangers which entitle them to consideration, and the fact that the faithful canine has been on the side of law and order so much this last week would suggest that every policeman should be encouraged to have such a companion on his rounds, especially at night. In three cases dogs assisted in the capture of thieves who were running off, but I remember a few years ago that a constable on the other side of the water owed his life to the pluck of his little terrier. The officer had caught a man red-handed in a certain offence and was taking him to the lock-up when in some way the man struggled out of his grasp and obtained a hold of his cap which would probably have meant death or serious injury had it continued. The officer was helpless, but he called to his terrier to "go for him." This the dog did with such right good will that he practically tore the clothes off the thief, and sinking his teeth in the man's leg forced him to relax his hold, whereupon the constable was enabled to regain the advantage he had lost and take his prisoner to the station.

Hongkong made rather a sorry show in the interport cricket match at Shanghai. It may be that they lost the game on tactics, in going to the wicket under conditions which were favourable to the bowler, though it seems to be suggested from the facts that they were not strong enough for the combination that was arrayed against them. However, the win of the northern port makes the honours easy between the two places. Seventeen matches have been played between the representatives of both ports. Hongkong has won eight, so has Shanghai, and one match ended in a draw. Though Hongkong's score was very low, it was not so low as it was in 1906, when the two innings only produced 46 and 66, instead of 56 and 93 this year.

I see that Macao is making an effort to remain a seaport. The channel is to be dredged and the seaway kept open. This may be an evidence of "new brooms sweeping clean" and may be regarded as an indication of Republican energy, but notwithstanding the contract which is being arranged there is a good deal of shaking of heads and openly expressed pessimism. No enterprise is expected in Macao in these days.

Perhaps it is due to the gambling atmosphere which has been so long associated with the place, or it may be mere business acumen, but it is suggested from Portuguese sources that the Government of Macao have stipulated that any treasure trove found in the channeling operations is to be handed over to the Government. I have never heard it said that there were any rich argosies under the waters there, though, of course, it may be quite possible that some of the gold-laden galleons foundered there in the olden days. But I doubt if the contractors will find as much as the divers have got out of the Spanish galleon lying at the bottom of Tebermory Bay, to work the treasure from which a syndicate has been formed.

The Derby, that classic event of the English turf, had more than ordinary interest for Hongkong this year. I understand that a military officer has derived some financial benefit from a little speculation in paper.

In this connection I am reminded of the story which might have been told of many Hongkong men yesterday morning when they were clearing their pockets after they had been to the Happy Valley the previous day. Two ladies were discussing the habits of their respective husbands, and one expressed her pleasure on learning that her husband indulged in a taste for antiquarian research. "He had some pieces of paper, in his hand the other day, and," she added, "when I asked him what they were he replied that they were the relics of a lost race."

RODERICK RANDOM.

## CORRESPONDENCE.

## THE COLONIAL REVENUE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

3rd June.

DEAR SIR.—The debate on the Military Contribution in the Legislative Council the day before yesterday, like the question touching the revenue and expenditure of this Colony, is of great interest to the taxpayer of this Colony. It is deplorable that the Government, in direct opposition to the public wish, should find it necessary to reject Mr. Ede's motion, as Mr. Pollock pointed out extensive public works are clamouring for execution. As these are necessary, means will have to be found, and, in finding means, will the Government levy fresh taxation? Judging by the rapid increase of the liquor duty, one must admit that the Government has been most diligent in finding ways to increase the revenue of the Colony. One would therefore think that the Government would exercise the utmost care in order that the fullest benefit might be derived from each source of income. I was very much surprised the other day when I heard that for some years past, large tracts of land, rights of foreshore, sea frontage, pier rights, etc., have been granted out privately without the usual procedure of an auction. If that was the case, the Government must have lost considerable income that would otherwise have been derived from Crown lands both in Hongkong and the New Territories. My informant might have been entirely at fault, but I should suggest to the unofficial members of the Legislative Council to ask the Government if private concessions have been so granted, and, if so, a list should be published of the concessions showing who the lessees are and what considerations are given for them. I think this is a matter of which every taxpayer should have the fullest knowledge.

Thanking you in anticipation for granting space in your paper to this letter, I remain, Faithfully yours,

WONG KAM FUK.

## LOCAL SPORT.

## LAWN BOWLS.

## KOWLOON &amp; POLICE.

This league match was played at King's Park on Saturday and resulted in a substantial victory for the visitors, who won on every rink. Scores:

| KOWLOON.              | POLICE.                |
|-----------------------|------------------------|
| D. Harvey (skip) 13   | D. McHardy (skip) 20   |
| J. Crawford (skip) 15 | W. Robertson (skip) 21 |
| A. Ramsay (skip) 18   | W. Withers (skip) 22   |
| 46                    | 66                     |

The Police now head the league with two matches played and two won.

## SATURDAY'S GYMKHANA.

It was probably owing to holiday fixtures that the attendance at Saturday's Gymkhana was not so large as usual, but the turf was fast, the racing good, and those who were present at the second meeting of the Gymkhana Club spent a thoroughly enjoyable afternoon. The weather was warm, but pleasant, and the programme throughout proved an interesting and entertaining one. The cash sweeps and Pari-Mutuel were in full swing and both paid handsome dividends, especially the latter, on account of the surprises which some of the races brought forth. The band of the K.O.Y.L.L. was in attendance, and played an excellent programme of music during the afternoon.

The patrons and committee of the Club are:—Patrons: His Excellency Sir F. J. D. Legard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Sir A. L. Winslow, R.N., K.C.B., C.V.O., C.M.G.; His Excellency Major-General C. A. Anderson, C.B.; Commodore J. C. Eyles, R.N.

The Stewards of the Hongkong Jockey Club (Ex-Officio): Mr. H. P. White, Capt. Dwyer, Messrs. H. J. Gedge, C. H. Ross, C. G. Mackie, G. K. Hall Branton and Capt. Agg. K.O.Y.L.L.

Capt. Dwyer and Mr. C. G. Mackie—Handicappers.

Capt. Agg—Clerk of the Scales.

Mr. C. H. Ross—Starter.

Capt. Hughes—2nd Starter.

Mr. M. S. Sassoon—Time-keeper.

Mr. R. F. C. Master—Hon. Sec. and Treasurer.

Results of the different events follow:—Five furlongs flat race.—For Subscription Grifflins of any season which have not won an official race. Weight for mares as per scale. Winner at first gymkhana this season of one race 7 lbs., of two or more 10 lbs. extra. Jockeys who have won more than 3 Official Races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. 1st prize: Presented. 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. D. M. Ross' Tomahawk, 160 lb, 5 lbs penalty (Mr. Gedge) 1  
Mr. H. P. White's Taloe, 152 lbs (Mr. David) 2  
Mr. O. K.'s Donau, 152 lbs (Mr. Klimanek) 3  
Mr. James' Christmas Tree, 155 lbs (Mr. Monk) 0  
Mr. H. Humphrey's Seaweed, 152 lbs (Owner) 0  
Major W. M. Witherscombe's Aliquid, 149 lbs (Owner) 0

The field were despatched in a bunch after a little delay, and Tomahawk took the lead, closely followed by Christmas Tree. Approaching the rock the Tree drew level with the leader and led the way round the village bend. Tomahawk went to the front again and led into the straight, Christmas Tree giving way to Taloe, while Donau came up strongly. Tomahawk made the most of his lead, however, and won by a length, while Taloe's turn of speed was sufficient to keep him ahead of the hard-riding Donau.

## PARI-MUTUEL.

|                         |          |
|-------------------------|----------|
| Winner ... ..           | 8 20 80  |
| 1. Ticket No. 65 ... .. | \$254.60 |
| 2. " 72 ... ..          | 75.60    |
| 3. " 77 ... ..          | 37.80    |

Gymkhana Stakes.—Value \$100. Distance one mile. For all China Ponies. Catch weights at 10st. 6lbs. A Cup called the Gymkhana Cup will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the Season, counting 4 points for a first; 2 for a second; and 1 for a third. 2nd Prize: \$25. (Half entrance fees to go to winner.)

Mr. H. P. White's Lachino, 146 lbs (Mr. Master) 1  
Mr. Ellis Kadoorie's Arcadian Chief, 146 lbs (Mr. Klimanek) 2  
Mr. Gilpin's Caprice, 151 lbs (Mr. David) 3  
Mr. Duddell's Dorando II, 151 lbs (Mr. Seth) 0  
Mr. Branton's Odoombe, 146 lbs (Mr. Kremer) 0

Considerable interest centred in the Gymkhana Stakes, the race of the meeting. The field of five were sent off together, Caprice leading past the Judge's box for the first time, with Lachino second and Arcadian Chief third. The Chief went to the front approaching the incline and Lachino took second place from Caprice. The leader was several lengths ahead when Mr. White's pony was given a free rein and gradually lessened the intervening distance. Entering the straight the Chief was lying on the rails in the van, with Lachino second and Caprice third. Whips were plied freely and Lachino, showing a fine turn of speed, drew level with the Chief a few lengths from the winning post. Great excitement prevailed among the spectators as the ponies roared together, Lachino finally drawing ahead of the Chief and winning by a neck, with Caprice third.

Time—2 min. 11 sec.

## PARI-MUTUEL.

|                          |          |
|--------------------------|----------|
| Winner ... ..            | \$21.30  |
| 1. Ticket No. 132 ... .. | \$432.85 |
| 2. " 16 ... ..           | 125.10   |
| 3. " 9 ... ..            | 62.55    |

Tent Pegging in sections of three. Open to teams mounted on China ponies and composed of any three members of the Gymkhana Club.

Teams:—Captain Briery's team, 26 points ... 1  
K.O.Y.L.L. "H" team, 25 points ... 2  
K.O.Y.L.L. "A" team, 6 points ... 3

## PARI-MUTUEL.

|                        |          |
|------------------------|----------|
| Winner ... ..          | \$10.90  |
| 1. Ticket No. 2 ... .. | \$368.55 |
| 2. " 80 ... ..         | 105.30   |
| 3. " 33 ... ..         | 52.65    |

Three-Quarters of a Mile Flat Race. Handicap.—For all China Ponies. Jockeys who have won more than 3 official races in Hongkong, Shanghai and Tientsin penalised 5 lbs. Entrance fee \$5. First Prize: Presented. 2nd Prize \$25. (Entrance fees to go to winner.)

Mr. Duddell's Dorando II, 161 lbs (Mr. Seth) 1  
Mr. Cymru's Dyllan, 148 lbs (Mr. Klimanek) 2  
Mr. Volo's Greyback, 142 lb, (Mr. Agger) 3  
Mr. Ellis Kadoorie's Arcadian Chief, 156 lbs (Mr. David) 0  
Mr. W. M. Witherscombe's Ben Hoe, 155 lbs (Owner) 0  
Capt. Hughes' Tickety, 151 lbs (Mr. Jervois) 0  
Mr. Branton's Bantam, 151 lbs (Mr. Kremer) 0  
Mr. T. S. Forrest's Auchendolly, 145 lbs (Mr. Both) 0  
Messrs. Lowe and Hickman's Koneal, 142 lbs (Mr. Mackie) 0

The large field of nine went off in a bunch. Dyllan took the lead at the start, but at the incline was displaced by Ben Hoe, who led the field into the straight. Then Dyllan took the lead once more, but was superseded by Dorando II, who was first past the winning post, while Greyback ran a good third.

Time—1:35 2/5.

## PARI-MUTUEL.

|                         |          |
|-------------------------|----------|
| Winner ... ..           | \$64.50  |
| 1. Ticket No. 88 ... .. | \$535.50 |
| 2. " 166 ... ..         | 157.00   |
| 3. " 159 ... ..         | 76.50    |

Ladies' Nomination. Half Mile Flat Race. For China Ponies. Subscription Grifflins of the season 1910-11 and all local side Polo Ponies. Catch weights. Ponies to be nominated by a lady.

Mr. H. P. White's Taloe, nominated by Mrs. H. Humphreys (Mr. David) 1

Mr. Cymru's Jack Spragg, nominated by Mrs. Blair (Mr. Jervois) 2

Mr. Gilpin's Mustard, nominated by Mrs. Shollin (Mr. Williams) 3

Taloe sprang into the lead at the fall of the flag, being followed by Jack Spragg, while Mustard was in close attendance. Jack Spragg drew level with the leader nearing the village, but fell back to second place as the straight was approached. Taloe had a good lead in the home run and won by several lengths. Mustard made a strenuous effort to get into second place, but was beaten by Jack Spragg on the post.

Time—1:02.

## PARI-MUTUEL.

|                         |          |
|-------------------------|----------|
| Winner ... ..           | \$6.60   |
| 1. Ticket No. 39 ... .. | \$635.50 |
| 2. " 44 ... ..          | 153      |
| 3. " 83 ... ..          | 76.50    |

One and a Quarter Mile Flat Race. Handicap.—For all China Ponies. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$25. First Prize: Presented. 2nd Prize \$25. (Entrance fees to go to winner.)

Mr. O. K.'s Mombassa, 159 lbs (Mr. Klimanek) 1

Mr. Ellis Kadoorie's Arcadian Chief, 154 lbs (Mr. Seth) 2

Mr. D. M. Ross' Tomahawk, 153, 5 lb penalty (Mr. Gedge) 3

Mr. Hickman's Kerry, 148 lbs (Mr. Mackie) 0

Mr. Branton's Odoombe, 154 lbs (Mr. Kremer) 0

Mr. C. Jay's Trivint, 147 lbs (Mr. Master) 0

Mr. Branton's Bantam, 147 lbs (Mr. Jervois) 0

Mr. T. S. Forrest's Alacrit, 146 lbs (Mr. Both) 0

Mr. O. K.'s Donau, 145 lbs (Mr. David) 0

Mr. James' Christmas Tree, 140 lbs (Mr. Monk) 0

With the fall of the flag the field went off in a bunch, Bantam and Alacrit being in the van for the first time past the grandstand. Passing Bowington the field opened out and Kerry took the lead, but was challenged by Bantam. At the football stand Mombassa went to the front and maintained his lead until the end of the race, winning by a couple of lengths. Arcadian Chief and Tomahawk drew to the fore in the home run, the former taking second and the latter third place.

Time—2 mins. 50 sec.

## PARI-MUTUEL.

|                          |         |
|--------------------------|---------|
| Winner ... ..            | \$81.40 |
| 1. Ticket No. 198 ... .. | \$630   |
| 2. " 46 ... ..           | 180     |
| 3. " 120 ... ..          | 9       |

## STORIES OF A FAMOUS ART DEALER.

One of the best of the stories told of the late Mr. Chas. Wertheimer, who recently died in London, is that relating to his purchase of a house for nearly £200,000, for the sake of a single China vase which it contained. Walking in Brighton he chanced to look in at an open window and caught sight of a large vase of ancient China ware. His practical eye immediately saw its value. To offer the owner a sum of money for it would have been to put him on his guard at once. He had a better plan. Hurrying to the nearest post-office Mr. Wertheimer found the owner's name, returned, rang the bell, and asked for Mr. X., giving the name of "Mr. Hamilton." His own name was too well known. He was shown into the study—the room containing the vase, on which, of course, he never allowed his eye to rest. "Mr. Hamilton" explained that he was looking for a modest house in Brighton, and had taken a fancy to this one. Would the gentleman entertain an offer for the place as it stood—"look, stock, and barrel"? The owner hesitated. "If you, offer is reasonable," interrupted Mr. Hamilton, "I will give you an extra thousand." "Call to-morrow at 10.30, then," replied the owner. "Mr. Hamilton" did, and found him prepared to accept £13,000 for the 22 years' unexpired term and the contents of the residence. Mr. Wertheimer paid this, with the extra £100 promised. He afterwards sold the vase for £235,000.

Mr. Wertheimer used to tell a story against himself with great glee. The founder of the house, his father Samuel, fearless of appearances, had the comfortable habit of taking the air at the door of his shop in his shirt-sleeves. Mr. Chas. Wertheimer bought his father's handsome fur coat, for which he paid £200. The story parent would not wear the garment till he knew its price. "One hundred pounds," said Charles, knowing the bargain would appeal to Samuel. The latter wore it for a week, and then, to his son's horror, was again in his shirt-sleeves. "My son," said the old man proudly, "I have made a splendid story. I have sold the coat for which you gave £100 at £50 profit."

## THE BRITISH SCHOOLS OF HONGKONG.

The Director of Education (Mr. F. A. Irving) in the course of his Report for the year 1910 makes the following reference to the British Schools:—

The average attendance at the two schools combined was 72 (60 in 1909). The average cost for each unit of average attendance was \$93.82 (\$151.14 in 1909). In my last report I drew attention to the very heavy cost of these schools. Since then a reduction of staff has been made upon my recommendation, which has brought about economy without loss of efficiency. At the Kowloon School, when the decision was made no longer to admit big boys, the necessity of having a headmaster disappeared. This School is now in charge of Mrs. Main. At the Christmas examinations there were only five girls in the upper school. In the lower school, including an infant class, there were forty, of whom twelve were five years of age and under. The children turn out extremely neat work. Special attention is paid to subjects which help to make them observant and neat-handed. Physical exercises are taken daily.

Victoria School.—In the interests of economy an endeavour was made to conduct the school without a headmaster. But it was found that a man's authority was needed for the big boys. Mr. Barlow, supervisor, acted as head from September till nearly the end of the year, when Mr. Cox, appointed from Home, took up his duties. The unfortunate boys in the upper school have served under six headmasters, acting or substantive, in the past three years. It is to be hoped that something approaching permanency has been arrived at. This school prepares English boys to take their place in the service of the Colony, whether in the Government or private employ, and it is highly important that it should succeed in turning them out capable to meet the competition of English-speaking Chinese. I feel some confidence that as now organised it will do so successfully.

## ANGLO-AMERICAN ARBITRATION.

## DRAFT OF THE PEACE TREATY.

The *New York World* prints the text of the tentative draft of the Anglo-American treaty of arbitration as thus far agreed to by the Governments of Great Britain and the United States. The preamble is as follows:—The Governments of the United States and Great Britain, finding it advisable and humane to settle all differences which may arise in the future without resort to force in order to preserve order and peace in conformity with existing arbitration treaties and understandings, hereby agree to consider and on once a settlement of all questions involving the vital interests, independence, and honour of the two high contracting parties by means of arbitration and peace under such conditions and for such period of time, as shall hereinafter be fixed.

SECTION I.  
Differences which may arise of a nature which it may not be possible to settle by diplomacy shall be referred to The Hague Court of Arbitration, provided, however, that they do not affect the vital interests, independence, or honour of the two contracting States, and do not concern the interests of third parties.

SECTION II.  
In all cases of differences affecting the vital interests, independence, and honour of either or both the contracting States, the question shall, upon termination of consideration by the respective diplomatic offices, be held in abeyance under continued amicable relations pending the selection and appointment by the respective Governments of plenipotentiary High Commissioners, accredited with all the necessary powers to act as a mutual court for settlement of the dispute.

SECTION III.  
All cases of differences which concern the interests of third parties shall not be considered if in the case of an ally of one of the contracting States except by consent of the said third parties, under such conditions as shall hereinafter be determined by this agreement, and it is agreed that the said third parties shall suitably be represented during the adjudication of their differences. In case the question involving a third party not an ally, the question shall be arbitrated according to the treaties and conventions existing at the time this treaty goes into effect, or such treaties as shall hereafter be contracted by the two high contracting parties.

SECTION IV.  
During the operation of this treaty the United States on the one side and Great Britain on the other consent not to become parties to any convention, treaty, understanding, or alliance with any Power or Powers except by consent of the other.

SECTION V.  
Provisions of treaties and alliances to which both contracting States are parties at the time this treaty goes into operation are not to be considered binding upon either of the two States in the settlement of disputes involving the vital interests, independence, or honour of the two Governments except under Section III.

SECTION VI.  
Each Government agrees in the event of a dispute which is not adjudicable by The Hague Court of Arbitration under the exemptions of this treaty, that each Government will hold itself responsible to defray all expenses and pay all damages arising from the said dispute.

SECTION VII.  
In each individual case the high contracting parties, before appealing for the settlement of questions referred to in Sections II and III, shall arrange separate prayers in duplicate, defining clearly the matters in dispute, the scope and nature of the differences to be arbitrated, and the period fixed by common consent for the formation of the plenipotentiary arbitration Commissioners and the duration of their terms.

SECTION VIII.  
The Plenipotentiary Commissioners shall be appointed for the United States by the President and for England by the King, both subject to the confirmation of their respective Governments, which shall ratify the sittings and findings of the High Arbitration Commissioners.

SECTION IX.  
It is agreed that all differences not affecting the vital interests, independence, and honour of either of the two contracting States shall be submitted to the Permanent Court of Arbitration, in accordance with the existing arbitration treaties not superseded by this agreement, and that the two Governments will observe the stipulations of such treaties as may concern the subject in dispute.

SECTION X.  
Both the high contracting parties are at liberty to agree to arbitration treaties under these terms with any other Governments, in which case both the high contracting parties shall be bound to the new treaty.

SECTION XI.  
The present treaty shall go into effect immediately upon the signing in duplicate, and it shall remain in operation for an indefinite period although it may be terminated at the end of every fifth year from the date of signing upon six months' notice from the Government desiring to withdraw.

## INTIMATIONS

## CORONATION CANDLES.

WE Beg to Notify the Public that

We have Just Received a Large

Shipment of SHORT CANDLES,

suitable for the forthcoming CORONA

TION ILLUMINATION, and they are

requested to make an early application

to avoid disappointment, as the demand

is likely to be great.

## H. RUTTONJEE &amp; SON,

88 and 40, Queen's Road,

Central,

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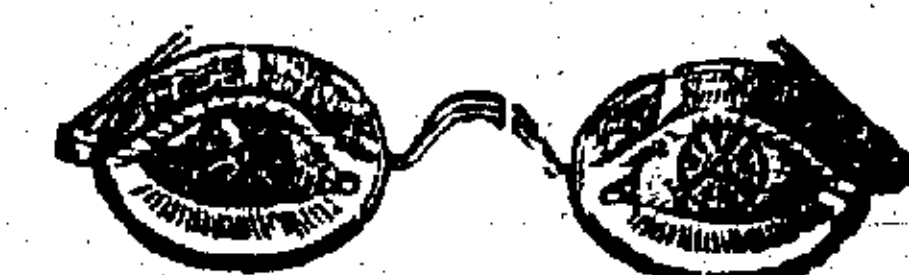
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ENGLISH, SWISS AND ELGIN

## SUPERIOR QUALITY MOVEMENTS

## Chas. J. Gaupp &amp; Co.,

ALEXANDRA BUILDINGS.



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You will receive Fair Treatment.

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OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR ST., HONGKONG.



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Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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P.O. Box 35. Telephone No. 12.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. 1st Edition.

## NEW ADVERTISEMENTS

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of June, 1911, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Kennedy Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at the CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

| No. of Estate  | Boundary Measurements | Area in Acres | Annual Rent | Upset Price |
|----------------|-----------------------|---------------|-------------|-------------|
| Lot 10, (S.S.) | 100 feet by 100 feet  | 1.00          | 12.00       | 12.00       |
| Lot 11, (S.S.) | 100 feet by 100 feet  | 1.00          | 12.00       | 12.00       |
| Lot 12, (S.S.) | 100 feet by 100 feet  | 1.00          | 12.00       | 12.00       |
| Lot 13, (S.S.) | 100 feet by 100 feet  | 1.00          | 12.00       | 12.00       |
| Lot 14, (S.S.) | 100 feet by 100 feet  | 1.00          | 12.00       | 12.00       |
| Lot 15, (S.S.) | 100 feet by 100 feet  | 1.00          | 12.00       | 12.00       |
| Lot 16, (S.S.) | 100 feet by 100 feet  | 1.00          | 12.00       | 12.00       |
| Lot 17, (S.S.) | 100 feet by 100 feet  | 1.00          | 12.00       | 12.00       |
| Lot 18, (S.S.) | 100 feet by 100 feet  | 1.00          | 12.00       | 12.00       |
| Lot 19, (S.S.) | 100 feet by 100 feet  | 1.00          | 12.00       | 12.00       |
| Lot 20, (S.S.) | 100 feet by 100 feet  | 1.00          | 12.00       | 12.00       |

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "NUBIA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out, Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 3rd June, 1911.

## PEAK TRAMWAY CO., LTD.

## NOTICE.

ON and after 15th inst., the following additional Cars will be run—

## WEEK DAYS:

7.15 A.M.

8.10 P.M.

10.00 P.M.

10.30 P.M.

11.00 P.M.

11.30 P.M.

SUNDAYS:

9.15 A.M.

8.10 P.M.

10.00 P.M.

10.30 P.M.

11.00 P.M.

11.30 P.M.

The Service between 7.30 A.M. and 8 A.M. on week days will be every quarter of an hour instead of every ten minutes.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 3rd June, 1911.

## NOTICE.

NOTICE IS HEREBY GIVEN that Mr. HERBERT STEPHENS has severed his connection with our Firm and that the Authority to Sign per pro. which he has hitherto held has been withdrawn as from this date.

DADY HUNTER & CO.  
Hongkong, 31st May, 1911.

## ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-  
STONES AND CROSSES in Stock at—  
BROWN, JONES & Co.,  
41, Morrison Hill Road.  
Hongkong, 1st June, 1911.

## YOU

Can always get the best quality

## LOCAL

BEEF AND MUTTON

and

AUSTRALIAN

FROZEN MUTTON,

LAMB,

RABBITS.

HARES.

From THE DAIRY FARM CO., LTD.  
Butcher's Dept.

Price list on application.

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## PUBLIC COMPANY

## A. S. WATSON &amp; CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

A DIVIDEND on Account of the year 1910 of THIRTY CENTS per Share will be Payable at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 2nd June, 1911, on Warrants to be obtained at the Company's Office.

The DIVIDEND will also be Payable at the HONGKONG AND SHANGHAI BANK, Shanghai, on and after the same date.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 2nd June 1911.

## WANTED

## WANTED.

BY a YOUNG LAD, fresh from School, "employment as a Clerk; knows Short-hand and Typewriting. Moderate Salary to start with.

Apply—  
Care of "Daily Press" Office.  
Hongkong, 3rd June, 1911.

## WANTED.

AN ENERGETIC AND EXPERIENCED CHINESE BROKER, who thoroughly understands the Sundry Goods Business. A Good Salary to a Capable Man.

Apply in writing to—  
Care of "Daily Press" Office.  
Hongkong, 2nd June, 1911.

## EMPLOYMENT WANTED.

A Capable CHINESE with a good working knowledge of English desires employment. Satisfactory references as to character, &c.

Apply—  
A. B. C.,  
Care of "Daily Press" Office.  
Hongkong, 17th May, 1911.

## ILLUMINATION.

## FOR SALE

RED JAPANESE LANTERNS

of approved size and

CORONATION CANDLES

of 6 1/2" long—burning for 4 to 4 1/2 hours.

Prices without competition.

Please send order early to avoid disappointment.

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building).

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JUST RECEIVED—EX-ENGLISH MAIL.

YOU WILL FIND OUR RANGE

INCOMPARABLE

FOR QUALITY, STYLE AND PRICES.

NEW FASHION STYLE BATH-

ING DRESSES AND CAPS.

White Lace Striped Muslin, Printed Dress

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Robe Muslin, White Embroidered Striped

Dress Muslin, White Fancy Shirting,

Mercerised Strips Fancy Voiles, "The Elite"

Strip Dress Fabrics, &c., &c.

LATEST STYLES LADIES' STOCKINGS:—

Plain Finest Mace Lisle Black, Tan, High

Spliced and Double Sided.

Plain Finest Side Silk Lisle Black, Tan.

Lace

Plain Silk Black Stockings.

Lace

Also Boys and Girls, Best Values.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,

Hongkong, 1st May, 1911.

## A LING &amp; CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907.

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## SINGON &amp; Co.

IRON, Steel, Metal and Hardware Merchants—  
Wholesale and Retail Importers, Pig  
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Storekeepers and Shipchandlers. Nos. 35 & 37,  
LING LOONG STREET, (2nd St. west of Central  
Market). Telephone No. 515.

[565]

"WITH DOG AND GUN IN THE  
NEW TERRITORY."

BEING the Series of Articles recently  
contributed to the "HONGKONG DAILY  
PRESS" by "Sportman," reproduced in book  
form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910.

## ON SALE.

## MAIL TABLES

FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well as their destinations, as the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press

Office.

Hongkong, 6th February, 1911.

## INTIMATIONS

## BANK HOLIDAY.

IN Accordance with Ordinance No. 2 of 1875 and Government Notification No. 9 of 13th January, 1911, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the 5th June, 1911.

Hongkong, 27th May, 1911.

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## FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the 5th June, 1911.

By Order,

A. R. LOWE,  
Secretary.

Hongkong, 1st June, 1911.

## MARINE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the 5th June, 1911.

By Order,

A. R. LOWE,  
Secretary.

Hongkong, 1st June, 1911.

## FOR SALE.

## HOTEL FOR SALE.

A Coast Port, as a going concern.

Proprietor retiring.

For further Particulars apply to

Care of "HOTEL,"

Care of "Daily Press" Office.

Hongkong, 5th May, 1911.

[671]

## FOR SALE OR TO LET.

"K. ENLIS," 76A, PEAK; SEVEN

ROOMS; Large Verandahs;

American heating apparatus installed, making

the House dry and comfortable throughout the

year; Vegetable and Flower Gardens, Croquet

Lawn; 15 minutes' walk from Tram, 7 minutes

from "RICKSHAW." One of the best situations at the

Peak, Cool in Summer, Warm in Winter.

Apply—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 2nd February, 1911.

[270]

## TO BE SOLD.

A HOUSE on Barker Road. One-third

cash, two-thirds on mortgage if desired.

Apply—

R. B. L.,

Care of "Daily Press" Office.

Hongkong, 29th May, 1911.

[761]

## FOR SALE.

REMAINING Portions of MARINE

LOTS 31 and 36, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR

PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., LTD.,

ENGINEERS, & CO.,

PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906.

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## ON SALE.

HONGKONG HANSARD REPORTS

of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1910.

REVISED BY THE MEMBERS.

PRICE ... \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

## NEW CARTRIDGES.

BY popular English Manufacturers. In

all Boxes and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to .558. at \$6, \$7 and

\$7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906.

[608]

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(Chinese Daily Press),

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Documents translated from or into Classical

or Colloquial Chinese.

## TO LET

## TO LET.

GODOWNS, 95 and 96, PRAYA EAST.

Apply—

CHATER & MODY.

Hongkong, 31st March, 1911.

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## TO LET.

NOS. 9 and 10, MACDONNELL ROAD.

4A, PRAYA EAST.

"GREGGAN," 39, THE PEAK.

OFFICES in KING'S BUILDING, 4th floor.

GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS, PRAYA EAST,

corner of Observation Place. The Trams stop

at the door.



## NOTICES TO CONSIGNEES

NORDEUTSCHER LOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"COBLENZ,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th June, at 9.30 A.M.

All Claims must reach us before the 10th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 30th May, 1911.

TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU."

FROM SOUTH AMERICAN PORTS  
AND JAPAN PORTS.

THE above-named Steamship having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 2nd June, at 5 P.M., will be landed at consignees' risk and expense, and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Godowns, and all Goods remaining undelivered on TUESDAY, the 6th June, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before WEDNESDAY, the 14th June, otherwise they will not be recognized.

K. MATSUDA,  
Agent.

Hongkong, 31st May, 1911.

NORDEUTSCHER LOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ EITEL FRIEDRICH,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 6th June, at 9.30 A.M.

All Claims must reach us before the 10th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo:  
Ex s.s. "Burgemeister" from Ibo and Zanzibar.

Ex s.s. "Manda" from Venice.

NORDEUTSCHER LOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 30th May, 1911.

## FROM EUROPE.

## THE H.A.L. Steamship

"SLAVONIA,"  
Captain Peter, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which time they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 1st June, 1911.

EAST ASIATIC COMPANY, LTD.,  
COPENHAGEN.

## NOTICE TO CONSIGNEES.

## THE Steamship

"SIAM,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., at 9.30 A.M.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co.,  
Agents.

Hongkong, 1st June, 1911.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF  
IMITATIONS.SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & Co.,  
and from ALL WINE MERCHANTS.

APENTA

Natural Aperient Water

For use by

THE BILIOUS,

THE GOUTY,

THE CONSTIPATED,

and

THE OBESE.

DOSE:—A Wineglassful before  
Breakfast.

特水汽力温士

THIS WONDERFUL SYPHON

Makes Mineral Water instantly at 90  
cents a dozen Syphons. Anyone can do it.  
Failure is impossible. And you can save  
50 per cent. by making your own Mineral  
Waters at home with the

"PRANA"

SPARKLET SYPHON,



which lasts a lifetime and  
can be purchased from any  
Chemist or Store.

PRICE:—\$2 Each.

BULBS at 90 cents per box.

WHOLESALE PRICE:—

SYPHONS per doz. \$16.00 f.o.b.

BULBS per doz. boxes \$8.00 f.o.b.

KWONG SANG HONG, LTD.

WHOLESALE AGENTS,  
246 & 248, Des Vaux Road, Central,  
HONGKONG.

行發總  
司公限有行生廣港香



These tiny Capsules — superior

to Copaiba, Cubebs, and Injections — CURE the same dis-

eases as these drugs in

FORTY-EIGHT HOURS

without inconvenience.

Each Capsule bears the name.

Paris, 8, rue Vivienne

Sold by all Chemists.

SELF CURE NO FORTION!  
NO SUFFERING NEED NOW DESPAIR!  
THE NEW FRENCH REMEDY,  
THERAPION NO. 1  
in a remarkably short time, after a few days only,  
Cures chronic (either sex) parapsychic injections  
THERAPION NO. 2  
Cures blood poison, bad legs, ulcers, sores, painful  
swollen joints, &c. when medical treatment fails.  
THERAPION NO. 3  
Cures chronic weakness, loss of vigor and vital force.  
Either Number Therapion & all self treatment  
directions enclosed, or chemist or post free 5/- from  
The London Dispensary Co., Haverstock Hill, Hamp-  
stead, London, Eng. Try New Dispensary (Ladies)  
Form of Therapion, copy to be safe, healthy and  
Trade Marked word "THERAPION" is on  
British Govt Stamp affixed to every wrapper.  
\* THERAPION \*  
CURES TO STAY CURED.

## THE MAKING OF SCOTLAND.

Mr. Andrew Lang, reviewing a book by Sir  
Herbert Maxwell on "The Making of Scotland,"  
says:—

Examiners do not give marks for know-  
ledge of the history of Scotland; probably a  
man could get a first-class in the Oxford History  
School though he had never heard of King  
Cyrie or Grig, and could not explain why the  
gracious Duncan was an usurper. In the  
Scottish Universities I am not aware that there is  
a single Chair of the national history. Few read  
a subject so unromantic in marks, but "the  
liberalism of an anonymous donor" has  
founded in the University of Glasgow  
a course of six lectures in Scottish  
history, and Sir Herbert Maxwell, the  
first lecturer, has set a good example to those  
who may succeed him. He has chosen the most  
popular period, the Wars of Independence (1290-  
1364) and he has filled his work with matters of  
chivalric interest: "Large white plumes are  
dancing in his eyes." Somebody else, later, may  
devote his lectures to "The Evolution of the  
Early Scottish Linen Trade," or "The Con-  
stitutional History of a country which has next  
to none." He briefly sketches the "Making  
of Scotland" from the dark Sixth Century to  
the death of the last of the Kings of Peace. The  
next four lectures are given to Wallace, Bruce,  
and the almost hopeless struggle after the death  
of Randolph, and the last deals with "The  
Character of Border Warfare," and the Border  
ballads. The thorny paths of the Reforma-  
tion, the Covenant, and the Restoration may be  
trodden by later and bolder feet, but Sir  
Herbert marches among "barrows, the palms,  
and the green." On the question of the early  
homage to England, and of the honesty of Ed-  
ward I., he holds views very honourable and  
sportsmanlike, but too favourable, I think (and  
I am not a Scottish chauvinist) to English  
claims and to Edward, a great man, a great  
warrior, but very English, and with a distinct  
"thread of the attorney" in his fabric. As to  
the early proceedings of Robert Bruce,  
Sir Herbert conceals and palliates nothing.  
No man turned his coat and broke his  
catharsis more frequently than Bruce. It is  
in a spirit of mischief that Sir Herbert  
presents in tracing Wallace's outlawry to  
a theft of three shillingsworth of beer from  
a woman who kept a tavern in 1206? The name  
Wallace, or Walsh, or "le Waleys," was a  
common name enough; there is absolutely no  
proof that the "William le Waleys" who did  
not pay for his beer was he who, with the great  
Montrose, is the most stainless of Scottish  
heroes.

Sir Herbert rightly traces the Union of  
Scotland, save for many landholders, and  
several Highland clans, against Edward,  
to the influence of the clergy. They were  
fighting for the independence of their Church  
as against the claims of York and Canter-  
bury, and we know that they preached a  
holy war; and paid no more attention  
than John Knox would have done to the Royal  
excommunication of the homicide Bruce. Arch-  
bishop and Cardinal Beaton, under  
Henry VIII. pursued the same policy of national  
independence, getting nothing but abuse  
from historians for their skill and courage,  
though it is easy to demonstrate that, but for  
the Beaton, Scotland would never have received  
the boon of Presbyterianism. To be sure, they  
were unconscious instruments. In the centre  
and most vividly interesting part of his book  
Sir Herbert's right hand (as military historians  
say) on Barbour and Sir Thomas Gray, with  
the chronicles; his left on Froissart and the  
ballads. His narrative is critical, yet picture-  
esque, and "at the blood like the sound of a  
trumpet." The good old stories of Scott's  
"Tales of a Grandfather" are retold and  
well told, better told they cannot be than  
by Scott. The infancy of the destruction  
of Bruce's tomb by Knox's Brethren is  
not concealed; rather one may say it is well  
rubbed into the national attitude. "Bruce was  
the King's tomb!" was the word. Sir  
Herbert justly protests against "The Dictio-  
nary of National Biography," that Edward  
Balliol was never King of Scotland. The thing  
is in all ways a stark impossibility, but the  
"Dictionary of National Biography" is not  
strong on Scottish history; and Sir Walter  
Scott, despite "the Dictionary," was not desound-  
ed from a Duke of Buccleuch of the Fourteenth  
Century! Sir Herbert himself writes, baldly  
and in fact that the War of Independence  
"welded all parts of Scotland into a solid  
realm." For long the Celtic clans of the  
Lords of the Isles spoke of Scotland to the  
English as "our old enemy." We cannot forget  
the Treaty of Ardornish and the alliance  
of Donald Dubh. An essential error of the  
Press is (p. 214): "But the Jardines would  
him ride," in place of "The Jardines would  
ride him," in Hogg's text of the ballad of  
Ochterlony. I know not the authority for  
the statement that at Ochterlony Percy  
felled Douglas, "bleeding from three spear  
wounds," with his mace. Froissart, here the  
best authority, mentions the spear wounds;  
my memory is at a loss for Percy's mace. Sir  
Herbert accepts Pitcottie, apparently, or the  
ballad which Pitcottie probably followed, for  
the treachery of James V. to Gilchrist. He  
also follows that valuable authority, "it is said."  
But a ballad, however true, is not history.  
It cannot think anything better, as in the  
parallel case of the hanging of Cockburn of  
Henderland at his own door.

One course of Scottish history is the fiery  
attachment to erroneous tradition, in Knox's  
"History," in legend, in ballads, and in such  
forthright fabrications as George Buchanan. Sir  
Herbert says that critics "have end-avoured to  
undermine our faith in the genuine character of  
Border balladry; but so far as I am concerned  
my faith in them is unshaken." Does this  
mean that Sir Herbert prefers the evidence of  
"balladry" to that of documents? Does he  
really believe, on the word of "balladry," that  
Leslie, at Philiphaugh (1645), was "conquered"  
by a man who had fought at Solway Moss in the  
year of the birth of Mary Stuart; and at Dunbar  
in the reign of Edward I.? He has "little  
patience" for people who do not think the ballad  
of "Jamie Telfer" genuine. What is meant by  
"genuine"? The ballad is an excellent ballad,  
excellent description of events, such as  
between 1580 and 1600 were, on documentary  
evidence, constantly occurring. But the actual  
events recorded in the ballad never occurred as  
they are described, any more than the events in  
"Mary Hamilton" or "King James and  
Brown" ever occurred; or the siege of St.  
Andrew's Castle by the French, or the disaster of  
Solway Moss, as Knox narrates them and as  
Froude accepts his narrative. Sir Herbert  
speaks of "Black Harry's" "Wallace" as a "ballad"  
(it is a literary epic chronicle), and calls it a  
"rehearsal of oral tradition." It is, as Mr.  
Nelson has proved, a good deal worse than that,  
but a "genuine ballad" is that, with all the  
confamulations of later reciters. A ballad,  
however "genuine," is not history; it is some-  
thing perhaps better. The brief passages on  
society in Sir Herbert's book are history, and  
are admirably done. He has done to make his-  
tory interesting, and uninteresting history;  
however scientific, cannot be true history.

A YEAR'S WORK IN THE POST  
OFFICE.

The report on the Post Office Department  
for last year has been published. We make the  
following extracts therefrom:—

## MAILS.

The number of mail bags and packets dealt  
with in the General Post Office, Hongkong,  
amounted to 223,076, an increase of 13,967, or  
over 6 1/2 per cent., compared to an increase of  
4,820 in 1909. This increase of 6 1/2 per cent.  
represents increased business due to annual  
increase, and, in particular, more mails  
being closed for the Siberian route to Europe.  
The number of bags and packets sent in transit  
through the Post Office amounted to 63,820,  
an increase of 23,494, or 58 per cent., while  
the number of parcel receptacles rose  
from 432 to 3,482. The large additional  
amount of transit mail dealt with was  
largely due to mails between the United  
States and Manila, and the increase in the  
number of parcel receptacles was owing to the  
large number of parcel mails sent by the  
Chinese Imperial Post Office.

## REGISTRATION AND PARCEL BRANCH.

Registered articles and parcels handled in  
Hongkong amounted to 1,001,310, compared  
with 822,588, an increase of 48,822, compared  
with the previous year. The increase in re-  
gistered articles dealt with was chiefly on account  
of correspondence to and from the American  
Continent and correspondence forwarded by the  
Siberian route. The registered articles from  
America are mostly for China, the increase in  
the number of these points to increased trade and  
business. As regards those sent by the Siberian  
route, the increase is owing to this route being  
opened up, and to the more careful treatment  
of correspondence intended for conveyance  
thereby.

The registered mails received from the  
American Continent by the Canadian Pacific  
packets are the largest received at Hongkong.  
The number of registered letters amounted  
sometimes to well over 7,000, and when it is  
considered that about 98 per cent. of these letters  
are for Chinese and contain drafts averaging  
over \$200 in value a letter, an idea can be  
gathered of the amount of money transmitted by  
the Chinese in America to their native country.

REVENUE AND EXPENDITURE.  
The Revenue amounted to \$519,066.54, being  
an increase of \$75,019.96 as compared with the  
year 1909. The sale of postage stamps in  
Hongkong amounted for \$57,273.85, and at  
the Agencies \$10,742.55, of the increase. The  
Expenditure amounted to \$470,984.35, a decrease  
of \$39,945.64. The decrease being due to a  
higher average rate of exchange and to four  
instead of five quarterly payments of the con-  
tribution to the Peninsular and Oriental Steam-  
ship mail subsidy being paid during the year  
under review. The increase for revenue there-  
fore amounted to almost 17 per cent., and on  
the working of the post office there was a profit  
of \$48,082.19 compared with a deficit of  
\$66,834.41 for the preceding year.

On May 14th a new 5-cent stamp, for revenue  
purposes only, was issued and the issue of the  
5-cent postage and revenue stamp discon-  
tinued. The Colony has adopted the  
Imperial colour scheme for stamps, the  
stamps of similar values in the different  
Colonies adhering to this scheme being printed  
in similar colours. During the year the  
colours of the one-cent and two-dollar stamps  
were altered to agree with the above mentioned  
scheme. The large increase in the 5-cent revenue  
stamps was due to steps taken to enforce the  
stamping of receipts, and to stop several abuses  
which were found to be existing. The decrease  
in the number of \$2 and 50-cent stamps sold  
was due to the fact that school fees are no longer  
payable in stamps.

## MONEY ORDERS.

The set-back in money order business  
caused by depression in 1908, which recovered  
to the amount of \$6,100 in 1909, has been totally  
recovered in 1910, the net increase being  
\$12,935, more than double that of the previous  
year. The volume of business has exceeded that  
of 1907, the record year. The extension of the  
system of issue and payment of British Postal  
Orders throughout the Empire has greatly  
increased the use of these orders. The sales in  
1907 were \$11,764, payment \$3,269; in 1910  
\$19,784, and \$6,265 respectively. There was a  
falling off of \$6,000 in Local Postal Orders  
owing to unfavourable rates in the money  
market at the Agencies in China.

A direct exchange of money orders with  
French Indo-China came into force on the 1st  
October, 1910.

## DEAD LETTERS.

The total number of all articles received and  
dealt with in the Dead Letter Office at Hong-  
kong (including those despatched from that  
office to offices of origin) during the year  
1910, amounted to 146,413, comprised as  
follows:—Letters, &c. received from abroad  
47,224; despatched, 55,429; and undeliver-  
able by Hongkong, 43,760. Of the letters  
returned from abroad and local letters, etc.,  
undelivered it was possible to return to  
senders 10,002. Local letters, 3,283.  
In the case of a very large proportion of the  
Chinese letters so sent back to this office it was  
absolutely impossible to return them owing  
to the names and addresses of sender being lack-  
ing. There is to be added to the total of those  
returned to offices of origin, letters, etc., relating  
to lotteries, 14,985.

Enclosed in 41 unregistered letters were found  
undelivered articles of value as well as money orders,  
Bank Notes, Bank Drafts, Imperial Postal  
Orders, and Cheques, and these were returned to  
the respective senders, registered.

One hundred and forty-eight (148) Chinese  
and 15 European letters were found to contain  
coins, and of these it was possible to return to  
senders (under registered covers and subject to  
a fine of 20 cents) 45 of the former and 14 of  
the latter. Owing to the deficiency of the sender's  
name and address the others, after record,  
were destroyed and the contents paid in to the  
credit of "Unpaid Postage." The coins so en-  
closed in nearly every instance were one or two  
cash.

Post Cards bearing the imitation of postage  
stamps and addressed to the United Kingdom,  
(which are there prohibited), to the number of  
105 were withdrawn from the mails, and 35 or-  
dinary Post Cards with neither address nor the  
sender's name were found posted in the letter  
boxes.

## CHINESE BRANCH.

The total number of Chinese registered articles  
delivered by this Branch was 223,170, of  
which 136,135 were from the United States of  
America and Canada, and 70,035 from China  
and other countries, showing a total increase as  
compared with the year 1909 of 24,365 and an  
increase of 21,080 as compared with the total of  
1908. The figures for the three years are as  
follows:—

|                                | 1908.   | 1909.   | 1910.   |
|--------------------------------|---------|---------|---------|
| From U.S.A. and Canada         | 123,102 | 119,436 | 138,135 |
| From China and other Countries | 63,988  | 64,369  | 70,035  |
|                                | 187,090 | 183,805 | 208,170 |

RECORDS WORTH HEARING.  
ROBINSON PIANO CO., LTD.

Love Light Waltzes  
Sirens Waltz  
Cascades of Roses Waltz  
Yama Yama Medley  
Friedrichs March  
The Charming (Xylophone)  
Irish Wit  
Boccaccio March  
Horaphie Rag

A Bunch of Nonsense  
Please don't tell my wife  
Father was out  
Foolish Questions  
Hello! People  
Bambuso March  
Pansies Mean Thoughts  
Arrah Wenna  
Yaller Gal (Laughing Song)  
The Silly Cavalier (Merry Widow)  
Gay Gassoon (Banjo)  
Roll on, Silver Moon (Yodel)  
Yankee Prince Selection  
Narcissus  
Ring o' Roses from (Dollar Princess)  
I hear you calling me  
Melody of Irish Jigs  
Mildred Selection  
Tiddy Bear's Planie  
Moon, Dear  
Humorous Variations  
Never introduce your bloke to your lady friend  
Maiden Butterfly Selection  
The Moon has his eyes on you  
"Balance Corners" Lancers  
Polka Fantasia Selection  
Serenade (Piano)  
Dollar Princess, Medley  
Take me up with you, dearie  
If you alone were mine (Two Step)

1734

## BENGER'S FOOD

is for Infants and Invalids  
and for those whose digestive  
powers have become weakened by  
illness or advancing age.

If the digestive functions, however weak, can do  
any work at all they should be given work to do to the  
extent of their powers. In the easy process of its prepara-  
tion the digestibility of Benger's can be regulated to give  
this work with extreme nicety.

The "British Medical Journal," says—"Benger's Food  
has, by its excellence, established a reputation of its own."  
Benger's New Biscuits deal with the most common doubts and difficulties which  
mothers have to encounter. It is sent post free on application to Benger's Food, Ltd.,  
Oster Works, Manchester, England.  
Benger's Food is sold in tin by Druggists, etc., everywhere.

61.4

**DINNEFORD'S**  
MAGNESIA

The Physician's Cure for  
Gout, Rheumatic Gout  
and Gravel.

Safe and most Effective  
Aperient for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache,  
Heartburn, Indigestion, Sour Eructations, Bilious Affections.

COLEMAN'S  
WINCARNIS,  
THE GREATEST TONIC  
IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU  
Its refreshing and exhilarating effects are a revelation  
to those who have never tried it before.  
"WINCARNIS" has a charm all its own, which you  
cannot fail to appreciate.  
The combination of all that is most nourishing in Beef and Malt is  
prepared in Wincarnis giving a TWO-POWER STANDARD  
that cannot be equaled for giving Strength and Stamina,  
Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

## MUSTARD &amp; COMPANY

Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Seachow Road, Shanghai, 402

The number of ordinary correspondence dealt  
with has largely increased, although no records  
are kept.  
The number of Postal Hong licences issued  
during the year was 34, showing a decrease of 3  
Hong licences against those issued in 1909.  
Two Hong licences were cancelled during the  
year for breach of Post Office Regulations.

By Special Appointment to H.M. The King

**WHITELEYS**  
THE LARGEST  
STORE IN  
THE WORLD

HIGH QUALITY, MODERATE  
PRICES, PROMPT ATTENTION

General Illustrated Catalogue (1,250 Pages)  
or any Departmental List mailed free to  
home and foreign applicants.

**WM. WHITELEY, LTD**  
UNIVERSAL PROVIDERS  
LONDON, W

As SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS

## THORNE'S

OLD VAT



Hongkong, 28th March, 1911



## FORMOSAN SUGAR.

## AN INTERESTING CONTROVERSY.

Two interesting letters have appeared in recent issues of the *Economist* dealing with the position of foreign sugar interests in Formosa. The first letter from Mr. H. W. Arthur was published in the *Economist* of the 25th March, and is as follows:

Sir,—My attention has been called to the letter by Mr. Robert Young (Editor of the *Japan Chronicle*), under the heading "The Japanese Government and Foreign Enterprise," in your columns of January 28th, in which he deals with my defence of the attitude of the Japanese Government towards foreigners engaged in the sugar and tea industries in Formosa.

It is very evident that Mr. Young has never visited the island of Formosa, and has relied on second-hand and undependable information for his writings on the subject.

In referring to the two British-owned sugar mills, namely, The Formosa Sugar and Development Company, Limited, and Messrs. Bain & Co.'s Hozan Mills, he says: "I must confess that I have never heard of the former company, but the latter is a well-known undertaking, and though it has fallen in with the Japanese methods, and been granted a monopoly district, it must be remembered that the firm was established in the Chinese era, and the Japanese could not well refuse an application for a monopoly district in this case without exposing themselves to a charge of discrimination. What is very certain is that in later years no such application would have been entertained by the Government-General unless it was perfectly clear that the capital was mainly Japanese or under Japanese control."

I must inform Mr. Young and your readers to learn that the Formosa Sugar and Development Company, Limited, was registered on January 18th, 1908, and that its first annual report and account for the year ended June 30th, 1909, were issued before Bain & Co.'s Hozan Mills was in existence. The latter mill was, in fact, only completed in January, 1910.

In relation of Mr. Young's ill-advised statement as to the antagonism of the Formosan Government towards foreign enterprise in the island, and as illustrating the perfectly correct and friendly attitude towards the Formosa Sugar and Development Company, Limited, I may as well mention the following facts:—

1. When the Formosa Sugar and Development Company, Limited, was about to be floated, a letter was obtained from the then Civil-Administrator of Formosa to the effect that the company would receive the same treatment as any Japanese company in Formosa.

2. In order to put the company on a footing of equality with the Japanese factories in the island, the Diet in Japan passed a special law, by which the company's scrip is accepted by the Government as security for the payment of the sugar-consumption tax in Formosa.

3. No foreign scrip whatever with the exception of Government bonds have ever been so accepted.

4. The company's scrip was originally accepted by the Government at 80 per cent. of face value.

5. It has this year been gazetted that they are now taken at 90 per cent. of face value.

6. That the company has never in any way been discriminated against by the Japanese Government, but has received just treatment as promised by the Civil Administrator.

Is better proof needed that British enterprise is welcomed in Formosa?

In the face of the facts just mentioned, it is ridiculous to charge the Japanese Government with discrimination.

As to the theses being taken by the Japanese in the tea industry, I need only say that they are on a par with those applied to the development of the sugar industry.

The British and American interests in the tea trade cannot claim to have a monopoly of it, nor to the way in which should be conducted, and there is certainly nothing in the treaties to prevent the Japanese from adopting progressive methods in the industry, nor to look for new markets.

If the British and American merchants feel that the trade, as at present conducted, cannot prevail against modern methods (which, by the way, are practised by our own planters in India, it is for them to fall in with the Japanese methods, as has been successfully done in the sugar industry, and apply to the Formosa Government-General for suitable allotments of land to be applied to the cultivation of the tea plant, and such other assistance as has been given to the Japanese tea company. Until this has been asked for, and been refused, it is premature to complain of discrimination.

Most of the British and American tea firms now doing business in Formosa are in the Chinese area, and to quote Mr. Young's own words, "the Japanese could not well refuse an application for a monopoly district in this case without exposing themselves to a charge of discrimination."—Yours faithfully,

H. W. ARTHUR.  
S. S. Kamo Maru, Port Said.  
February 16th, 1911.

The following reply by Mr. Young appeared in the *Economist* of April 1st:—

Sir,—Some weeks ago the *Economist* inserted a letter from Mr. H. W. Arthur, of Formosa, traversing certain statements made by your Yokohama correspondent in criticism of the attitude taken up by the Japanese Government towards foreign enterprise in Formosa. Mr. Arthur not only defended the extraordinary methods by which the sugar industry in Formosa has been forced into an unhealthy activity, and which has had the effect of more than doubling the cost of sugar to Japanese consumers, and decreasing its consumption from 13 kins to 10 kins per bowl, but he expressed approval of the application of such methods to the tea industry. He furthermore adduced two cases in which sugar mills had been established by foreigners, and granted the same privileges to bounties and protection enjoyed by Japanese, as evidence that foreigners could enjoy the benefits of the protective system. One of these undertakings, according to Mr. Arthur, was the Formosa Sugar and Development Company, Limited, and the other Messrs. Bain & Co.'s Hozan Mills.

I ventured to intervene in the discussion, particularly with reference to the tea industry, and gave some details of the policy adopted by the Japanese Government in granting land and subsidies and guaranteeing payment of interest on capital to a new Japanese company. The result of which would inevitably lead to drive out the British and American merchants from the trade they had built up. In a rejoinder which appears in the *Economist* of March 25th I observe that Mr. Arthur makes no attempt to controvert the facts stated with regard to the discrimination against foreigners in the Formosa tea industry which have recently been made the subject of diplomatic protest, though he seems to believe that it would be possible for foreigners to obtain, for the sake of a free lease of Government plantation, just as in the case of the Japanese company mentioned. As there is only one such plantation,

and tea factory, upon which the Government is reported to have spent 1,150,000, and which is now granted to this Japanese company on a lease, it is difficult to see how this could be done. Without dwelling on this point, however, a word may be said regarding the two sugar undertakings in foreign hands adduced by Mr. Arthur as showing that the Government extends the same privileges to foreigners as to Japanese in the matter of grants, bounties, monopolies and subsidies. In my last letter I remarked that while the Formosa Sugar and Development Company was unknown to me by that name, Messrs. Bain & Co.'s sugar mill at Hozan was a well-known undertaking, which, as the firm was established in the Chinese era, could not well have been refused the grant of a monopoly district without directly exposing the Japanese to a charge of discrimination. In reply, Mr. Arthur says that the Formosa Sugar and Development Company, Limited, was registered on July 18, 1908, and that its first annual report was issued before Bain & Co.'s Hozan Mills was in existence. He also says that in order to put the company on a footing of equality with Japanese factories the Diet in Japan passed a special law, by which the company's scrip is accepted by the Government as security for the payment of the sugar-consumption tax in Formosa. By implication, therefore, Mr. Arthur's argument is that as another British company unconnected with Messrs. Bain & Co. has been granted the same privileges as Japanese companies in the island, no charge of discrimination can be valid. I am afraid that in employing this argument Mr. Arthur is somewhat disingenuous. Since writing my previous letter I have made inquiries concerning the Formosa Sugar and Development Company, Limited. As a result, I find that the capital of this company is principally held by Bain & Co.'s mill, so-called, at Hozan, and that the two pillars are, in all intents and purposes, one and the same. The company's capital is carried on by Bain & Co. Thus the distinction between these two companies, upon which Mr. Arthur lays so much stress, is no distinction at all. Furthermore, I learn that Mr. H. W. Arthur was, and presumably still is, a partner in Bain & Co., so that these facts must have been perfectly well known to him. As to the special law to which he refers, I find that two or three years ago a Bill was passed, or an amendment inserted in an already existing law, authorising the deposit of scrip of foreign companies as security for payment of consumption tax—a course which could scarcely have been avoided once permission had been given for the formation of the two companies of Messrs. Bain & Co. and Company.

Further comment is unnecessary. The fact that Formosa was specifically excluded from the operation of the Foreign Land Ownership Bill, passed in the last session of the Japanese Diet, notwithstanding that this measure was itself hedged by so many restrictions and conditions as to make it practically worthless as a concession, shows very clearly the policy adopted by the Japanese Government in its endeavour to check foreign enterprise in the territory under its control. It is, I regret to say, not the only indication that the sense of reciprocity is as yet very imperfectly developed in Japanese national policy.—I remain, Yours faithfully,

ROBERT YOUNG,  
Editor, *Japan Chronicle*.  
National Liberal Club, March 30, 1911.

## WEATHER REPORT.

On the 4th at 12.05 p.m.—The barometer has fallen considerably in E. Japan and risen moderately over W. Japan and China. The depression lying over the Yellow Sea yesterday morning has reached the Eastern part of the Sea of Japan. Pressure remains high over the Pacific to the Eastwards of the Bonins, and in slight excess of the normal over the China Sea. Light to moderate S. monsoon may be expected over the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood:—Same as No. 1.  
Formosa Channel:—Same as No. 1.  
South coast of China between Hongkong and Lemoek:—Same as No. 1.  
South coast of China between Hongkong and Hainan:—Same as No. 1.  
S.E. winds, light to moderate; showery, fine intervals.

## BRITAIN'S BUDGET.

CHANCELLOR FORESHADOWS A YEAR OF EXCEPTIONAL EXPENDITURE.

The Budget was introduced in the House of Commons on the 16th inst. No fresh taxation is imposed. In his Budget statement, Mr. Lloyd George said the combined surpluses from the years 1909-90 and 1910-11 amounted to £5,607,000. The revenue from sugar and tea alone was below the estimate. This was due to poor harvests and increased prices affecting consumption. His proposal to take from the surplus one and a half millions for sanatoria, a similar amount for the development fund, a quarter of a million for the Uganda Railway, harbour, and water supply loans, and apply the remainder to the redemption of debt. Mr. Lloyd George announced that Members of Parliament would be paid salaries of £400 a year. Ministers would be excluded. The innovation would cost a quarter of a million. The Chancellor estimated the total expenditure at £131,654,000, and the revenue at £131,716,000, leaving a surplus of £437,000, while some twelve millions sterling had been devoted to reduction of debt. The budget of 1909-10 had produced an enormous revenue, which was still growing. Far from injuring the country this budget had given renewed hope and confidence. The trade barometer was set fair. The proposed alteration in the cocoa and chocolate duties removing their protective character, said Mr. Lloyd George, would involve a loss of £45,000. With other small alterations, the working surplus would be £337,000. He estimated the revenue from tea at £6,500,000, an increase of £371,000. It was a year of exceptional expenditure. The Chancellor further anticipated a substantial reduction in 1913. Mr. Austen Chamberlain opposed the payment of members absolutely and said the Parliament was a service to the people had been the making of the country. If members were paid, he added, why not county and district councillors and every other local body? Mr. Chamberlain heartily approved of the Chancellor's cocoa proposals.

## LATEST STEAMER MOVEMENTS.

The H. A. Linde str. *Aradisa* left Shanghai on the 2nd instant p.m. and may be expected here to-morrow a.m.

The P. & O. S. N. Co's str. *Aradisa* left Singapore for this port on the 3rd instant, at 7 p.m., with the outward English Mail, and is due here on the 7th instant, at about 9 a.m., and will leave probably for Shanghai on the 8th instant, at daylight.

## BY ROYAL WARRANT

PURVEYORS TO

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## SHIPPING

## ARRIVALS.

AMIGO, German str., 322, W. Langschwager, 3rd June—Haiphong 1st June, General—Johnson & Co.

CHINUA, British str., 3rd June—Canton.

CLARA JENSEN, German str., 1,102, H. Ipland, 3rd June—Hongkong 1st June, General—Johnson & Co.

HAIPHONG, British str., 641, J. W. Evans, 3rd June—Swatow 2nd June, General—Douglas, Laprak & Co.

HAIPHONG, British str., 1,103, J. S. Road, 4th June—Fuzhou, Amoy and Swatow 3rd June, General—Douglas, Laprak & Co.

KOU MARU, Japanese str., 2,836, Cowlin, 3rd June—Mojito 28th May, Coal—Gilmert & Co.

KWANGTSE, Chinese str., 1,468, Pratt, 4th June—Shanghai 1st June, General—C. M. S. N. Co.

KWANGTSE, Chinese str., 3rd June—Canton.

LAUREN, British str., 1,340, Page, 3rd June—Saigon 31st May, Rice—W. F. Sing.

NEHA, British str., 2,917, E. J. Fox, 3rd June—London 29th May, General—P. & O. S. N. Co.

QUANTA, German str., 3rd June—Canton.

SHANTUNG, British str., 1,306, Robinson, 3rd June—Kuan-chow-wan 2nd June, Salt—Butterfield & Swire.

DEPARTURES.

3rd June.

BENHOE, British str., for Kobe.

BUYO MARU, Japanese str., for Dairon.

CARL DIERICHSEN, Ger. str., for Hoihow.

MAHA CHAKRABARTI, Siamese str., for Haiphong.

MARIE, German str., for Saigon.

PAIHONG, British str., for Honghai.

ESONAT, German str., for Haiphong.

SLAVONIA, German str., for Haiphong.

SUCHIN, Siamese str., for Haiphong.

TAMU, British str., for Amoy.

TILLWONG, Dutch str., for Batavia.

ULIV, Norwegian str., for Shanghai.

4th June.

CHINUA, British str., for Shanghai.

DAIGI MARU, Japanese str., for Swatow.

HAIPHONG, British str., for Swatow.

KUMCHOW, British str., for Saigon.

NUBIA, British str., for Shanghai.

## SHIPPING REPORTS.

The Chinese str. *Kwangtse* reports: Fine clear weather all the way and S.W. winds.

The British str. *Haiphong* reports: Light S.W. winds, smooth sea and fine weather.

## VESSELS PASSED ANJER.

May 3, Dutch str. *Bullion*, from Amsterdam for Batavia.

May 13, Dutch str. *Goetoele*, to Cleary, April 8, from Rotterdam for Batavia.

May 18, German str. *Hamburg*, Müller, from Hamburg for Batavia.

May 18, Dutch str. *Bunda*, Prins, May 18, from Batavia for Amsterdam.

May 19, British str. *City of Durham*, Boyce, from Mauritius for Manila.

May 19, Dutch str. *Beetie*, Bunge, May 14, from Batavia for Rotterdam.

## PASSENGERS.

ARRIVED.

Per *Haiphong*, from Coast Ports, Messrs Logan and Southey.

Per *Nubia*, from Hongkong, from London, Mr. J. A. Bullin, Mrs. E. Lewis, Miss M. Kidstone, Surg. and Mrs. Hastings, Sub-Lt. Mansfield, Capt. T. W. Sapp and servant, from Colombo, Mr. D. B. Seaman, from Singapore, Mr. Smythe and child, Mr. F. B. Spender and Mr. J. V. Ungahart, for Shanghai, from London, Mr. and Mrs. S. Watson, 2 children, Mr. Norbury, from Mullu, Mr. W. R. McVittier, from Singapore, Mr. A. Covey, Mr. E. White and W. H. Jones, for Kobe, from London, Mr. and Mrs. J. W. Jameson, for Yokohama, from Singapore, Mr. H. J. Jones and Rev. W. Elwell.

DEPARTED.

Per *Haiphong*, for Swatow, Mr. B. Jenkins; for Fouchow, Messrs L. Gibbs, I. Hildbrandt and John Anderson; for Wakamatsu, Capt. and Mrs. Acton.

EXPECTED.

Per P. & O. str. *Arctida* due here on the 7th June, from London on 5th May, for Shanghai, Mr. J. R. Mirless; from Marseilles on 12th May, for Hongkong, Mr. W. D. Barnes.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.)

## THE Steamship.

ARRAFOON APCAR.

Captain G. F. Hulton, will be despatched for the above Ports on SATURDAY, the 10th June, at 4 P.M.

For Freight or Passage, apply to—  
DAVID SASSOON & Co., Ltd.,  
Agents,  
Hongkong, 2nd June, 1911. [780]

## SOCIETA NAZIONALE DI SERVIZI MARITIMI.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship.

"ISCHIA."

Captain Belsito, will be despatched as above on TUESDAY, the 13th June, at Noon.

For further particulars regarding Freight and Passage, apply to—  
CARLOWITZ & Co.,  
Agents,  
Hongkong, 31st May, 1911. [4]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION.                                    | VESSEL'S NAMES. | FLAG & REG. | BERTH. | CAPTAIN.                | FOR FREIGHT APPLY TO.          | TO BE DESPATCHED.         |
|---|-----------------|-------------|--------|-------------------------|--------------------------------|---------------------------|
| LONDON & ANTWERP                                | MONMOUTHSHIRE   | Brit. str.  | —      | G. E. Warner            | JARDINE, MATHESON, & Co., Ltd. | To-day.                   |
| LONDON & ANTWERP                                | DELHI           | Brit. str.  | —      | H. S. Bradshaw          | P. & O. S. N. Co.              | On 10th inst., at Noon.   |
| LONDON & ANTWERP                                | NILS            | Brit. str.  | —      | E. F. Dady, R.N.R.      | P. & O. S. N. Co.              | About 15th inst.          |
| ROTTERDAM, HAMBURG & ANTWERP                    | ARCADIA         | Ger. str.   | k. w.  | Scheringhamer           | HAMBURG-AMERICA LINE           | On 6th inst.              |
| ROTTERDAM, HAMBURG & ANTWERP                    | STRONIA         | Ger. str.   | k. w.  | Kotite                  | HAMBURG-AMERICA LINE           | On 9th inst.              |
| ROTTERDAM, HAMBURG & ANTWERP                    | BEASILLA        | Ger. str.   | k. w.  | Meass                   | HAMBURG-AMERICA LINE           | On 9th inst.              |
| ROTTERDAM, HAMBURG & ANTWERP                    | PREIERFELS      | Ger. str.   | k. w.  | Dieckhusen              | HAMBURG-AMERICA LINE           | On 9th inst.              |
| ROTTERDAM, HAMBURG & ANTWERP                    | SLAVONIA        | Ger. str.   | k. w.  | Peter                   | HAMBURG-AMERICA LINE           | On 8th July.              |
| ROTTERDAM, HAMBURG & ANTWERP                    | KAGA MARU       | Jap. str.   | —      | M. Hagino               | NIPPON YUSEN KAISHA            | On 7th inst., at D'light  |
| ROTTERDAM, HAMBURG & ANTWERP                    | KAWACHI MARU    | Jap. str.   | —      | H. Peterson             | NIPPON YUSEN KAISHA            | On 14th inst., a.m.       |
| ROTTERDAM, HAMBURG & ANTWERP                    | ASUTSU MARU     | Jap. str.   | —      | Wm. Thompson            | NIPPON YUSEN KAISHA            | On 21st inst., at D'light |
| ROTTERDAM, HAMBURG & ANTWERP                    | SCANDIA         | Ger. str.   | k. w.  | Knaissel                | HAMBURG-AMERICA LINE           | On 23rd inst.             |
| NEW YORK VIA PORTS & SUEZ CANAL                 | DACE CASTLE     | Am. str.    | —      | —                       | —                              | About 21st inst.          |
| VANCOUVER VIA SHANGHAI, JAPAN, & C.             | CHINA           | Brit. str.  | 1 m.   | W. Davidson             | CANADIAN PACIFIC R. CO.        | On 10th inst., at 6 P.M.  |
| VANCOUVER VIA SHANGHAI, JAPAN, & C.             | CHINA           | Brit. str.  | 2 m.   | —                       | —                              | On 23rd inst., at Noon    |
| VICTORIA, B.C. & TACOMA VIA KEELUNG, SHAI, & C. | MEXICO MARU     | Jap. str.   | —      | —                       | —                              | On 13th inst., at 11 A.M. |
| VICTORIA, B.C. & TACOMA VIA KEELUNG, SHAI, & C. | SEATTLE MARU    | Jap. str.   | —      | —                       | —                              | On 20th inst., at 4 P.M.  |
| VICTORIA, B.C. & TACOMA VIA KEELUNG, SHAI, & C. | INABA MARU      | Jap. str.   | —      | —                       | —                              | On 18th July, at 4 P.M.   |
| VICTORIA, B.C. & TACOMA VIA KEELUNG, SHAI, & C. | TAMBA MARU      | Jap. str.   | —      | —                       | —                              | To-morrow.                |
| VANCOUVER, B.C., SEATTLE & PORTLAND, & C.       | KUMERIC         | Brit. str.  | —      | G. B. McGill            | THE BANK LINE, LIMITED         | To-morrow.                |
| VANCOUVER (DIRECT)                              | KUMERIC         | Brit. str.  | —      | —                       | —                              | To-morrow.                |
| SAN FRANCISCO VIA KEELUNG, SHAI & JAPAN         | SIBERIA         | Am. str.    | —      | —                       | —                              | On 9th inst., at 1 P.M.   |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, & C.        | CHINA           | Brit. str.  | —      | W. W. Greene            | PACIFIC MAIL S.S. CO.          | On 15th inst., at 1 P.M.  |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, & C.        | CHINA           | Brit. str.  | —      | —                       | —                              | On 30th inst., at 1 P.M.  |
| PORTLAND VIA JAPAN                              | CHINA           | Brit. str.  | 1 m.   | Christian Smith         | TOYO KAISEN KAISHA             | On 20th inst., at Noon.   |
| AUSTRALIAN PORTS VIA MANILA                     | YAWATA MARU     | Jap. str.   | —      | J. Nagao                | NIPPON YUSEN KAISHA            | On 17th inst., at D'light |
| AUSTRALIAN PORTS VIA MANILA                     | COBLENZ         | Ger. str.   | —      | L. Klugkist             | MELCHERS & Co.                 | On 7th July, at Noon      |
| AUSTRALIAN PORTS VIA MANILA                     | NITRO MARU      | Jap. str.   | —      | M. Yagi                 | NIPPON YUSEN KAISHA            | On 8th inst., at 11 A.M.  |
| KOBE & YOKOHAMA                                 | MITASAKI MARU   | Jap. str.   | —      | T. Murai                | MELCHERS & Co.                 | About 27th inst.          |
| KOBE & YOKOHAMA                                 | PRINZ WALDEMAR  | Ger. str.   | —      | F. Isoko                | NIPPON YUSEN KAISHA            | On 7th inst., at Noon     |
| NAGASAKI, KOBE & YOKOHAMA                       | NITRO MARU      | Jap. str.   | —      | M. Yagi                 | NIPPON YUSEN KAISHA            | On 17th inst., at 1 P.M.  |
| JAPAN, HONOLULU, MANZANILLO, & C.               | HONGKONG MARU   | Jap. str.   | —      | H. Hinokuma             | TOYO KAISEN KAISHA             | On 17th inst., at 1 P.M.  |
| JAPAN   | THAIJAP         | Brit. str.  | —      | Rooy                    | JATA-CHINA-JAPAN LINE          | Quick despatch            |
| TIENSIN VIA SWATOW, WEIHAIWEI & CHEFOO          | CHONGSHING      | Brit. str.  | 1 m.   | V. McClymont-Liddell    | JARDINE, MATHESON & Co., Ltd.  | To-morrow, at Noon.       |
| WEIHAIWEI, TIENSIN, YOKOHAMA, & C.              | HUICHOW         | Brit. str.  | k. w.  | Hoeker                  | BUTTERFIELD & SWIRE            | On 12th inst., at 4 P.M.  |
| SHANGHAI, KOBE & YOKOHAMA                       | SUCHONIA        | Ger. str.   | —      | Peter                   | HAMBURG-AMERICA LINE           | To-morrow.                |
| SHANGHAI, MOJI & KOBE                           | BOMBAY MARU     | Jap. str.   | —      | J. Tanaka               | NIPPON YUSEN KAISHA            | On 7th inst.              |
| SHANGHAI  | ARCADIA         | Brit. str.  | —      | S. Barham               | P. & O. S. N. Co.              | On 8th inst., at D'light  |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA             | YORICK          | Ger. str.   | —      | J. Randermann           | MELCHERS & Co.                 | About 14th inst.          |
| SHANGHAI, MOJI, KOBE & YOKOHAMA                 | SILMA           | Brit. str.  | —      | C. D. Goldsmith, R.N.R. | P. & O. S. N. Co.              | About 15th inst.          |
| SHANGHAI, YOKOHAMA, KOBE & MOJI                 | NIPPON          | Swed. str.  | —      | —                       | —                              | On 15th inst.             |
| SHANGHAI, KOBE & YOKOHAMA                       | SILVIA          | Ger. str.   | k. w.  | Porzelius               | HAMBURG-AMERICA LINE           | On 19th inst.             |
| SHANGHAI  | TAIPEI          | Dut. str.   | —      | V. Zwart                | JATA-CHINA-JAPAN LINE          | Quick despatch            |
| TAMU VIA SWATOW & AMOY                          | DAIIN MARU      | Jap. str.   | —      | —                       | —                              | On 11th inst., at 10 A.M. |
| FOOCHOW VIA SWATOW & AMOY                       | CHOSHUN MARU    | Jap. str.   | —      | —                       | —                              | On 7th inst., at 10 A.M.  |
| SWATOW, AMOY & FOOCHOW                          | HAIPHONG        | Brit. str.  | 2 h.   | W. C. Passmore          | DOUGLAS LAFRAIR & Co.          | On 5th inst., at 11 A.M.  |
| HAIPHONG  | HAIPHONG        | Brit. str.  | 2 h.   | H. Mathias              | BUTTERFIELD & SWIRE            | On 7th inst., at 10 A.M.  |
| MANILA, CEBU & ILOILO                           | SUNOKIANG       | Brit. str.  | 1 m.   | Pennelfather            | BUTTERFIELD & SWIRE            | To-morrow, at 4 P.M.      |
| MANILA, CEBU & ILOILO                           | TAMING          | Brit. str.  | 1 m.   | P. H. Rolfe             | JARDINE, MATHESON & Co., Ltd.  | On 10th inst., at 2 P.M.  |
| MANILA, CEBU & ILOILO                           | YUENSANG        | Brit. str.  | —      | M. C. Smith             | SHEWAN, TOMES & Co.            | On 10th inst., at 4 P.M.  |
| MANILA, CEBU & ILOILO                           | ZAPITO          | Am. str.    | —      | S. Crosby               | SHEWAN, TOMES & Co.            | On 20th inst., at 4 P.M.  |
| SANDAKAN  | RUBI            | Am. str.    | —      | Weigall                 | JARDINE, MATHESON & Co., Ltd.  | On 15th inst., at Noon.   |
| KUDAT & SANDAKAN                                | MAUSANO         | Brit. str.  | —      | F. Semblil              | MELCHERS & Co.                 | End of June.              |
| BOMBAY VIA SINGAPORE & COLOMBO                  | BORNEO          | Ger. str.   | —      | H. Nomura               | NIPPON YUSEN KAISHA            | On 13th inst.             |
| PENANG & CALCUTTA                               | HAKATA MARU     | Jap. str.   | —      | G. E. Hudson            | DAVID SASSOON & Co., Ltd.      | On 10th inst., at 4 P.M.  |
| SINGAPORE, PENANG & CALCUTTA                    | ARRATON APCAR   | Brit. str.  | —      | —                       | —                              | On 13th inst., at Noon.   |
| SINGAPORE, PENANG & CALCUTTA                    | ISCHIA          | Ital. str.  | —      | —                       | —                              | On 7th inst., at Noon.    |
| SINGAPORE, COLOMBO, SUEZ, PORT SAID & EUROPE    | KUNANG          | Brit. str.  | —      | W. G. G. Leask          | JARDINE, MATHESON & Co., Ltd.  | On 7th inst., at Noon.    |
| BATAVIA, CHERIBON, SAMARANG, & C.               | GENEISEAU       | Ger. str.   | —      | Ph. Obenauer            | MELCHERS & Co.                 | Quick despatch.           |
|   | TILLWONG        | Dut. str.   | —      | Van D. Jalink           | JATA-CHINA-JAPAN LINE          | Quick despatch.           |

## EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

## TRIPS TO TONKIN.

S.S. "SI-KIANG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG  
(VIA KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to

P. THOMAS M.M. Co.'s Agent.

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.

From Quebec.

"EMPRESS OF CHINA" Sat., 10th June  
"MONTEAGLE" Wed., 28th June  
"EMPRESS OF INDIA" Sat., 1st July  
"EMPRESS OF JAPAN" Sat., 22nd July  
"EMPRESS OF CHINA" Sat., 12th Aug.  
"EMPRESS OF INDIA" Sat., 2nd Sept.

"ALLAN LINE" Friday, 7th July  
"EMPRESS OF IRELAND" Fri., 23rd July  
"ALLEN LINE" Friday, 18th Aug.  
"EMPRESS OF BRITAIN" Fri., 8th Sept.  
"ALLEN LINE" Friday, 29th Sept.

"Empress" Steamships leave HONGKONG at 6 P.M.

"Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the Inland Sea of Japan) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
Intermediate on Steamers ..... \$43. " 24S.  
London and 1st Class Railway ..... " 24S.  
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.  
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.  
Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Poddar Street and Praya, opposite Blake Pier.



## PHILIPPINES S.S. CO.

| STEAMSHIP | TONS  | CAPTAIN     | FOR                   | SAILING DATE         |
|-----------|-------|-------------|-----------------------|----------------------|
| ZAFIRO    | 4,000 | M. C. Smith | Manila, Cebu & Iloilo | On 10th June, 4 P.M. |
| RUBI      | 4,000 | S. Crosby   | Manila, Cebu & Iloilo | On 20th June, 4 P.M. |

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.  
Hongkong, 31st May, 1911. PHILIPPINES S.S. Co. [13]

## PORTLAND &amp; ASIATIC S.S. CO.

IN CONNECTION WITH

## OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

| STEAMSHIP  | TONS  | CAPTAIN        | TO SAIL             |
|--|-------|----------------|---------------------|
| "HENRIK ISEN"  | 4,578 | Christen Smith | On 20th June, Noon. |
| "HERCULES"   | 3,750 | Rene Wilhelm   | On 30th June, Noon. |
| United States Points. For through rates of Freight and further information, communicate with or apply to |       |                |                     |
| FRED J. HALTON, AGENT.   |       |                | [94]                |

King's Building, (Opposite Blake Pier).

## NORDDEUTSCHER LLOYD. BREMEN

## IMPERIAL GERMAN MAIL LINES.

| FOR  | STEAMERS         | TONS   | TO SAIL                         |
|--|------------------|--------|---------------------------------|
| SINGAPORE, COLOMBO, SUEZ, PORT SAID, NAPLES, GENOA, SOUTHAMPTON, ANTWERP and HAMBURG | "GNEISENAU"      | 16,000 | Wed., 7th June, at Noon.        |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA  | "YORCK"          | 17,000 | About 14th June.                |
| MANILA, YAP, MARONN, SAMAR, KAL NEGUINFA, BRISBANE, SYDNEY and MELBOURNE             | "COBLENZ"        | 6,750  | Saturday, 17th June, at D'light |
| KOBE and YOKOHAMA  | "PRINZ WALDEMAR" | 6,100  | About 27th June.                |
| KUDAT and SANDAKAN   | "BORNEO"         | 5,050  | End of June.                    |

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 2nd June, 1911.

## VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

## THE Steamship

"MONMOUTHSHIRE."

Captain G. E. Warner, will be despatched as above TO-DAY, 5th June.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 17th May, 1911. [719]

## CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER DIRECT.

## THE Steamship

"KUMERIC."

FROM HONGKONG.

TO-MORROW (TUESDAY), the 6th JUNE.

To be followed by the Steamer LUCERIC ..... 30th JUNE.

Bills of Lading issued to Overland Points in Canada, the United States and to the West Indies.

For further information regarding freight rates, apply to

CANADIAN PACIFIC RAILWAY Co., Hongkong.

Hongkong, 27th May, 1911. [753]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"DELHI."

Captain H. S. Bradshaw, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 10th June, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. "MALWA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "HIMALAYA," due in London on the 23rd July, 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.  
Hongkong, 29th May, 1911. [1]

## HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL (With Liberty to call at the Malabar Coast.)

"DACE CASTLE" { On or about 21st June.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR                               | STEAMERS | TO SAIL         | REMARKS              |
|-----------------------------------|----------|-----------------|----------------------|
| SHANGHAI                          | ARCADIA  | Light, 8th June | Freight and Passage. |
| LONDON VIA USUAL PORTS            | DELHI    | Noon, 10th June | See Special of Call. |
| LONDON and ANTWERP                | NILE     | About 15th June | Freight and Passage. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | SIMLA    | About 15th June | Freight and Passage. |

For Further Particulars apply to  
E. A. HEWETT, Superintendent.

Hongkong, 5th June, 1911.

# CHINA NAVIGATION CO., LD.

| FOR                           | STEAMERS                       | TO SAIL              | REMARKS |
|-------------------------------|--------------------------------|----------------------|---------|
| MANILA, CEBU and ILOILO       | "TAMING"                       | On 6th June, 4 p.m.  |         |
| HAIPHONG                      | "SUNGKIANG"                    | On 7th June, 10 a.m. |         |
| WEIHAIWAI and TIENTSIN        | "HUICHOW"                      | On 12th June, 4 p.m. |         |
| DIRECT SAILINGS TO WEST RIVER | "S.S. LINTAN" and "S.S. SANUI" | Twice Weekly.        |         |

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation. Amidsips; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of "S.S. KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

YOKOHAMA LINE—Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGAPORE and \$30 RETURN.

For Freight or Passage apply to—  
HONGKONG, 3rd June, 1911.

BUTTERFIELD & SWIRE, AGENTS.

# INDO-CHINA S. NAV. CO., LD.

| FOR                         | STEAMERS    | TO SAIL                     | REMARKS |
|-----------------------------|-------------|-----------------------------|---------|
| TIENTSIN VIA SWATOW WEI     | CHEONGSHING | Tuesday, 6th June, Noon.    |         |
| HAIRWEI & CHEFOO            | "KUMSANG"   | Wednesday, 7th June, Noon.  |         |
| SINGAPORE, PENANG, CALCUTTA | "YUNSIANG"  | Saturday, 10th June, 2 p.m. |         |
| MANILA                      | "MAUSANG"   | Thursday, 15th June, Noon.  |         |

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUMSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Japan Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Hienfai & Newchwang.

Taking Cargo on through Bills of Lading to Kadrat, Lahad, Dava, Simporna, Twoa Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—  
HONGKONG, 3rd June, 1911.

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

# HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, also Black Sea and South American Ports.

NEXT SAILINGS FROM HONGKONG:

| OUTWARD.                       | HOMEWARD.                         |
|--------------------------------|-----------------------------------|
| FOR SHANGHAI, KOBE & YOKOHAMA: | FOR ROTTERDAM, HAMBURG & ANTWERP: |
| S.S. SILVIA ... 19th June.     | S.S. ARCADIA ... 6th June         |
| S.S. HELLAS ... 20th June      | S.S. FREIENFELS ... 9th June      |
| S.S. SPEZIA ... 1st July       | FOR HAVRE, BREMEN & HAMBURG:      |
| S.S. SILESIA ... 12th July     | S.S. SCANDIA ... 23rd June        |
| S.S. PREUSSEN ... 28th July    | FOR ROTTERDAM, HAMBURG & ANTWERP: |
| S.S. ALESIA ... 9th Aug.       | S.S. SITHONIA ... 26th June       |
|                                | FOR HAVRE & HAMBURG:              |
|                                | S.S. SLAVONIA ... 8th July        |
|                                | FOR ROTTERDAM & HAMBURG:          |
|                                | S.S. BRASILIA ... 9th July        |

For Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 23rd May, 1911.

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

# FOR SWATOW, AMOY AND FOCHOW AND RETURN.

| STEAMSHIPS | CAPTAIN                 | LEAVING.                      |
|------------|-------------------------|-------------------------------|
| "HAITAN"   | Capt. J. S. Rosch...    | TUESDAY, 6th June, at 11 a.m. |
| "HAICHING" | Capt. W. C. Passmore... | FRIDAY, 9th June, at 11 a.m.  |

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—  
DOUGLAS, LAPRAIK & Co.,  
General Managers.

Hongkong, 31st May, 1911.

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

# SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

| STEAMERS     | TONS   | CAPTAIN          | DATE OF SAILING.          |
|--------------|--------|------------------|---------------------------|
| CHIYO MARU   | 21,000 | W. W. Greene...  | FRIDAY, June 3rd, 1 p.m.  |
| AMERICA MARU | 11,000 | A. G. Stevens... | FRIDAY, July 21st, 1 p.m. |
| TENYO MARU   | 21,000 | E. Bent...       | FRIDAY, July 23rd, 1 p.m. |
| NIPPON MARU  | 11,000 | H. S. Smith...   | FRIDAY, Aug. 18th, 1 p.m. |

† Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 30th June, at 1 p.m.

# SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO).  
Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

| STEAMERS      | TONS   | CAPTAIN         | DATE OF SAILING.            |
|---------------|--------|-----------------|-----------------------------|
| HONGKONG MARU | 11,000 | H. Hinokuma...  | SATURDAY, June 17th, 1 p.m. |
| KIYO MARU     | 17,500 | H. Nishi...     | TUESDAY, Aug. 15th, 1 p.m.  |
| BUYO MARU     | 10,500 | K. Hashimoto... | SATURDAY, Oct. 14th, 1 p.m. |

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 p.m.

# FARES FROM HONGKONG.

|                             |                            |
|-----------------------------|----------------------------|
| TO SAN FRANCISCO            | £ 45-0-0, Single           |
| " NEW YORK                  | £ 60-0-0, "                |
| " LONDON                    | £ 71-10-0, "               |
| "                           | £ 120-0-0, Return 6 Months |
| "                           | £ 125-0-0, " 24 "          |
| " SALINA CRUZ or MANZANILLO | Yen. 420.00, Single        |
| " VALPARAISO                | Yen. 570.00, "             |

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to  
K. MATSUDA, LOCAL MANAGER,  
King's Building (Opposite Blake Pier).

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR   | STEAMERS       | TONS (Gross reg.) | LEAVES.                        |
|---|----------------|-------------------|--------------------------------|
| VICTORIA, B.C. & TACOMA   | "SEATTLE MARU" | 6,182             | TUESDAY, 13th June, at 11 a.m. |
| VIA KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA       | "CHICAGO MARU" | 6,182             | WED'DAY, 12th July, at 11 a.m. |
| VICTORIA, B.C. & TACOMA   | "MEXICO MARU"  | 6,061             | TUESDAY, 27th June, at 11 a.m. |
| VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA | "CANADA MARU"  | 6,063             | TUESDAY, 25th July, at 11 a.m. |

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

| FOR                         | STEAMERS       | LEAVES.                       |
|-----------------------------|----------------|-------------------------------|
| FOOCHOW VIA SWATOW and AMOY | "CHOSHUN MARU" | WED'DAY, 7th June, at 10 a.m. |
| TAMSUI VIA SWATOW and AMOY  | "DAIJIN MARU"  | SUNDAY, 11th May, at 10 a.m.  |

During the two months of July and August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of:—  
1st CLASS \$45.50 2nd CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI, MANAGER.

"The Beer That's Brewed to Suit The Climate"

O. B.  
BEER.

"Just Try It"

# U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

# SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

# PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

| STEAMERS  | TONS   | DATE OF SAILING                 |
|-----------|--------|---------------------------------|
| SIBERIA   | 18,000 | FRIDAY, 24th June, at 1 p.m.    |
| MANCHURIA | 27,000 | SATURDAY, 24th June, at 1 p.m.  |
| MONGOLIA  | 27,000 | SATURDAY, 15th July, at 1 p.m.  |
| KOREA     | 18,000 | FRIDAY, 11th Aug., at 1 p.m.    |
| SIBERIA   | 18,000 | FRIDAY, 25th Aug., at 1 p.m.    |
| MANCHURIA | 27,000 | FRIDAY, 8th Sept., at 1 p.m.    |
| MONGOLIA  | 27,000 | SATURDAY, 30th Sept., at 1 p.m. |
| KOREA     | 18,000 | SATURDAY, 28th Oct., at 1 p.m.  |

\* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 9th June, at 1 p.m.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING-BERTH and MEALS ACROSS AMERICA.

# SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

# INTERMEDIATE SERVICE.

CHINA.....10,200 Tons ..... FRIDAY, 16th June, at 1 p.m.

PERSIA ..... 9,000 Tons ..... FRIDAY, 7th July, at 1 p.m.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 16th June, at 1 p.m.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG TO SAN FRANCISCO via New York " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

# NIPPON YUSEN KAISHA

# (THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—  
(Subject to Alteration).

| DESTINATIONS.  | STEAMERS.     | TONS. | DATE OF SAILING.                |
|--|---------------|-------|---------------------------------|
| MARSEILLES, LONDON and ANTWERP.  | KAGA MARU     | 7,000 | WED'DAY, 7th June, at Daylight  |
| COLOMBO, SUEZ and PORTSAID   | KAWACHI MARU  | 7,000 | WED'DAY, 14th June, at 4 p.m.   |
|  | ATSUTA MARU   | 9,000 | WED'DAY, 21st June, at Daylight |
|  | SADO MARU     | 7,000 | SATURDAY, 17th June, from Kobe  |
| VICTORIA, B.C. & SEATTLE   | INABA MARU    | 7,000 | TUESDAY, 20th June, at 4 p.m.   |
| SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA | TAMBA MARU    | 7,000 | TUESDAY, 13th July, at 4 p.m.   |
| SYDNEY and MELBOURNE   | YAWATA MARU   | 5,000 | FRIDAY, 9th June, at Noon       |
| via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE                       | NIKKO MARU    | 6,000 | FRIDAY, 7th July, at Noon       |
| NAGASAKI, KOBE and YOKOHAMA  | NIKKO MARU    | 6,000 | WED'DAY, 7th June, at Noon      |
| SHANGHAI, MOJI, and KOBE   | BOMBAY MARU   | 5,000 | WED'DAY, 7th June, at Noon      |
| KOBE and YOKOHAMA  | MIYASAKI MARU | 9,000 | THURSDAY, 8th June, at 11 a.m.  |
| BOMBAY via SINGAPORE and COLOMBO   | HAKATA MARU   | 7,000 | TUESDAY, 13th June, at Noon     |

† Calling at Dibrouti.

§ Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

# CHEAPEST SUMMER RATES

BETWEEN

# HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

# SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

|           |       |       |       |      |
|-----------|-------|-------|-------|------|
| 1st CLASS | \$120 | \$110 | \$100 | \$90 |
| 2nd "     | \$80  | \$70  | \$60  | \$50 |

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

14-40] T. KUSUMOTO, MANAGER.

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

Head Office for the Far East:— 15, DES VOEUX ROAD, HONGKONG.  
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATATA STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

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## "GRAETZ."

METALLIC FILAMENT

EHRICH &amp; GRAETZ,

LAMPS

BERLIN S. O. 36.

Saving in current 70%

Sole Representative for Hongkong and China:

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HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

**BERLIN-GUBENER****HUTFABRIK ACT.-GES.****VORM. A. COHN GUBEN III.**

(GERMANY).

ESTABLISHED 1859.

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**FELT AND WOOL HATS SOFT AND STIFF.**

DAILY PRODUCTION 20,000 HATS BY 3,500 WORKMEN.

Sole Representative for Hongkong and China:

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## COMMERCIAL.

## EXCHANGE

## CLOSING QUOTATIONS.

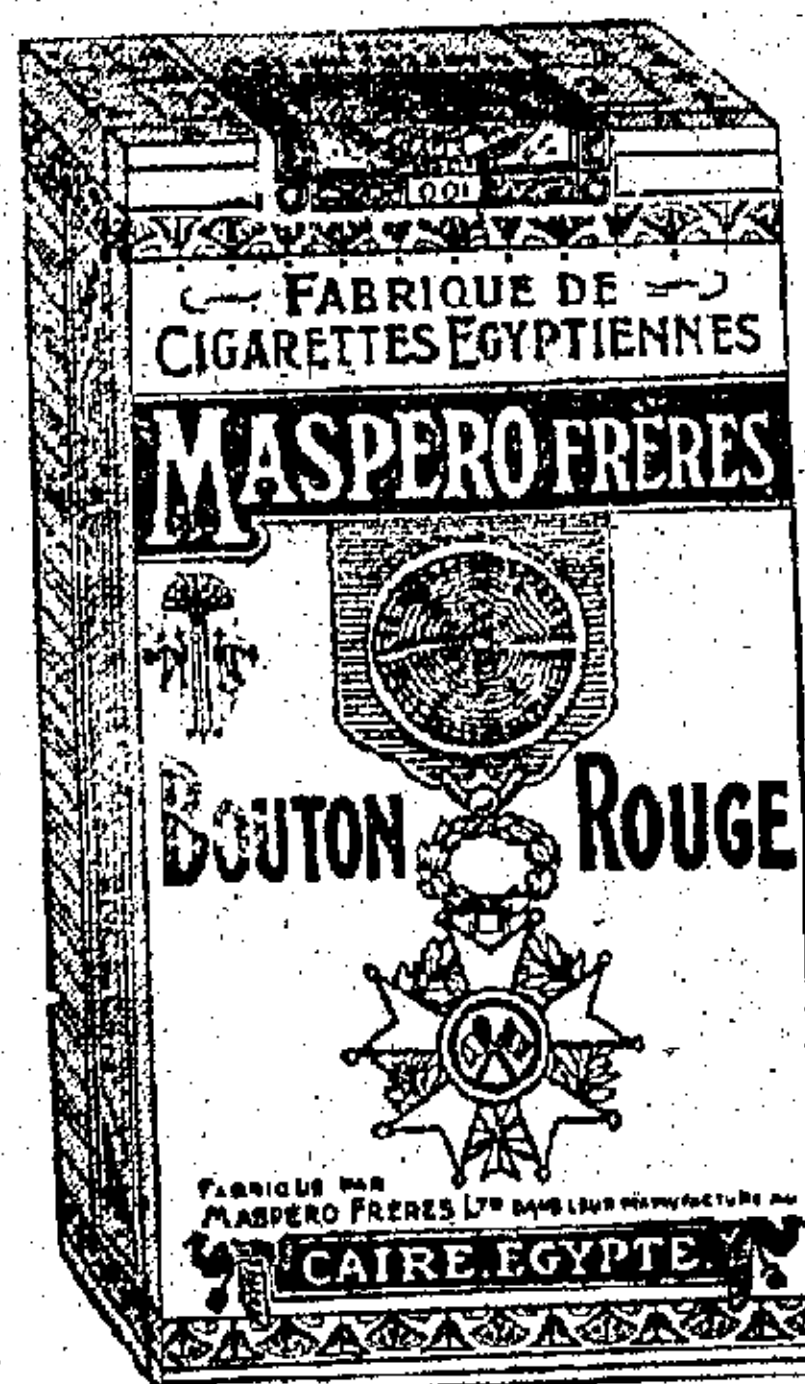
June 2nd.

|   |         |
|---|---------|
| ON LONDON—                              |         |
| Telegraphic Transfer .....              | 1/94    |
| Bank Bills, on demand .....             | 1/94    |
| Bank Bills, at 30 days' sight .....     | 1/94    |
| Bank Bills, at 4 months' sight .....    | 1/94    |
| Credite, at 4 months' sight .....       | 1/10    |
| Documentary Bills 4 months' sight ..... | 1/10    |
| ON PARIS—                               |         |
| Bank Bills, on demand .....             | 229     |
| Credite, at 4 months' sight .....       | 233     |
| ON GERMANY—                             |         |
| On demand .....                         | 185     |
| ON NEW YORK—                            |         |
| Bank Bills, on demand .....             | 44      |
| Credite, at 60 days' sight .....        | 45      |
| ON HAMBURG—                             |         |
| Telegraphic Transfer .....              | 135     |
| Bank, on demand .....                   | 136     |
| ON CALCUTTA—                            |         |
| Telegraphic Transfer .....              | 135     |
| Bank, on demand .....                   | 136     |
| ON SHANGHAI—                            |         |
| Bank, at sight .....                    | 74      |
| Private, 30 days' sight .....           | 75      |
| ON YOKOHAMA—                            |         |
| On demand .....                         | 89      |
| ON MANILA—                              |         |
| On demand .....                         | 77      |
| ON SINGAPORE—                           |         |
| On demand .....                         | 108     |
| ON BATAVIA—                             |         |
| On demand .....                         | 11      |
| ON HATYONG—                             |         |
| On demand .....                         | 1       |
| ON BANGKOK—                             |         |
| On demand .....                         | 84      |
| SOVEREIGNS, Bank's Buying Rate .....    | \$10.95 |
| GOLD LEAF, 100 fine, per tael .....     | \$57.20 |
| BAR SILVER, per oz. .....               | 24      |

## SUBSIDIARY COINS.

|                |                       |                  |
|----------------|-----------------------|------------------|
| Chinese .....  | 20 cents pieces ..... | \$7.15 discount. |
| Chinese .....  | 10 " .....            | \$7.25 "         |
| Hongkong ..... | 20 " .....            | \$7.00 "         |
| Hongkong ..... | 10 " .....            | \$7.18 "         |

## THE CIGARETTES OF DISTINCTION

**Bouton Rouge**  
and **Felucca**A LUXURY TO  
THE MAN  
OF TASTE

IN 50's &amp; 100's—

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80  
PER 100

FROM ALL TOBACCONISTS.



# Hoehl

Extra Dry

gout americain

Sole Representative for Hongkong and South China  
**Hugo C.A. Fromm, Hongkong.**

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Ernest Simon*, with the French Mail, leaves Saigon on Friday, the 2nd inst., at 2.00 p.m., and may be expected here to-day.

| PORT  | PER              | DATE                       |
|---|------------------|----------------------------|
| Macao   | Kiosan           | Monday, 5th, 8.00 A.M.     |
| Singapore, Penang and Colombo   | Manatoutshire    | Monday, 5th, 9.00 A.M.     |
| Shanghai, Nagasaki, Kobe and Yokohama   | Ernest Simon     | Monday, 5th, 4.00 P.M.     |
| (SIBERIAN MAIL TO EUROPE)   |                  |                            |
| Kaohing, Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver, Seattle, and Portland (Or.)   | Kamerie          | Tuesday, 6th, 10.00 A.M.   |
| Swatow, Amoy and Foochow  | Haitan           | Tuesday, 6th, 10.00 A.M.   |
| Swatow, Weihaiwei, Chefoo and Tientsin  | Cheongshing      | Tuesday, 6th, 10.00 A.M.   |
| EUROPE, &c., INDIA VIA TUNISORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)  | Nara             | Tuesday, 6th, 10.00 A.M.   |
| Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.  |                  |                            |
| Only correspondence supercharged French Mail or s.s. Nara will be forwarded. The Mail to Europe, etc., will be forwarded per German Mail steamer <i>Gneissau</i> , on 7th inst. |                  |                            |
| Macao, Cebu and Iloilo  | Sui Tai          | Tuesday, 6th, 1.15 P.M.    |
| Singapore, Penang and Colombo   | Tamara           | Tuesday, 6th, 3.00 P.M.    |
| Singapore   | Kaga Maru        | Tuesday, 6th, 5.00 P.M.    |
| Hongkong  | Sibi             | Tuesday, 6th, 5.00 P.M.    |
| Nagasaki, Kobe and Yokohama   | Nikko Maru       | Wednesday, 7th, 10.00 A.M. |
| Singapore, Penang and Calcutta  | Kumagata         | Wednesday, 7th, 10.00 A.M. |
| EUROPE, &c., INDIA VIA TUNISORIN, (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.)  | Gneissau         | Wednesday, 7th, 10.00 A.M. |
| Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.  |                  |                            |
| Macao, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle.       | Yavata Maru      | Friday, 9th, 10.00 A.M.    |
| Swatow, Amoy and Foochow  | Haiching         | Friday, 9th, 10.00 A.M.    |
| Kaohing, Shanghai, Nagasaki, Kobe, Yokohama, HONOLULU and SAN FRANCISCO   | Siberia          | Friday, 9th, 10.00 A.M.    |
| EUROPE, &c., INDIA VIA TUNISORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)  | Delhi            | Saturday, 10th, 10.00 A.M. |
| (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.)   |                  |                            |
| (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)  |                  |                            |
| The Parcel mail will be closed on Friday, 9th June, at 5 p.m.   |                  |                            |
| Macao, Cebu and Iloilo  | Yuenang          | Saturday, 10th, 1.00 P.M.  |
| Singapore, Penang and Calcutta  | Zafiro           | Saturday, 10th, 3.00 P.M.  |
| BEANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)   | Arratoon Appear  | Saturday, 10th, 3.00 P.M.  |
| SIBERIAN MAIL TO EUROPE   | Empress of China | Saturday, 10th, 3.00 P.M.  |
| Tientsin  | Hutchow          | Monday, 12th, 3.00 P.M.    |

## SHARE LIST—QUOTATIONS, HONGKONG, JUNE 2ND, 1911.

| STOCKS.  | NO. OF SHARES. | VALUE.   | PAID UP. | CLOSING QUOTATIONS CASH. |
|--|----------------|----------|----------|--------------------------|
| BANKS—   |                |          |          |                          |
| Hongkong & Shanghai Bank Corporation             | 120,000        | \$125    | all      | \$590, sellers           |
| National Bank of China, Limited                  | 99,925         | \$7      | \$6      | \$80, buyers             |
| China Bank, Limited                              | 60,000         | \$12     | all      | \$9.                     |
| China Light and Power Company, Limited           | 50,000         | \$5      | all      | \$1.15, buyers           |
| China Provident Loan & Mortgage Co., Ltd.        | 50,000         | \$10     | all      | \$6, buyers              |
| COTTON MILLS—                                    |                |          |          |                          |
| Ewo Cotton Spinning & Weaving Co., Ltd.          | 20,000         | Tls. 50  | all      | Tls. 85.                 |
| Hongkong Cotton Spinning Co., Ltd.               | 125,000        | \$10     | all      | \$4, sales & buy.        |
| International Cotton Manufacturing Co., Ltd.     | 10,000         | Tls. 75  | all      | Tls. 47.                 |
| Leong-Kung-Mow C. Spinning & Weaving Co., Ltd.   | 8,000          | Tls. 100 | all      | Tls. 57.                 |
| Soy Chee Cotton Spinning Co., Limited            | 20,000         | Tls. 80  | all      | Tls. 20.                 |
| Dairy Farm Company, Limited                      | 40,000         | \$7      | \$6      | \$20, buyers             |
| DOCKS AND WHARVES—                               |                |          |          |                          |
| Hongkong & Wharves & G. Co., Ltd.                | 60,000         | \$50     | all      | \$48, sellers            |
| Hongkong & Wharves & G. Co., Ltd.                | 50,000         | \$50     | all      | \$4, buyers              |
| Hongkong & Wharves & G. Co., Ltd.                | 10,000         | \$6      | all      | \$7, buyers              |
| New Amoy Dock Co., Limited                       | 55,700         | Tls. 100 | all      | Tls. 60.                 |
| Shanghai Dock and Engineering Co., Ltd.          | 56,000         | Tls. 100 | all      | Tls. 87, sales           |
| Shanghai and Hongkong Wharf Co., Ltd.            | 18,000         | \$25     | all      | \$5, sellers             |
| Feenick & Co., Limited                           | 400,000        | \$10     | all      | \$11.5, buyers           |
| Green Island Cement Co., Limited                 | 7,000          | \$10     | all      | \$19.                    |
| Hongkong and China Gas Co., Limited              | 60,000         | \$10     | all      | \$11.5.                  |
| Hongkong Electric Co., Limited                   | 12,000         | \$50     | \$25     | \$75.                    |
| Hongkong Hotel Company, Limited                  | 8,000          | Pa. 10   | all      | \$11, sellers            |
| Manila Metropolitan Hotel Limited                | 15,000         | \$50     | all      | \$185, sellers           |
| Hongkong Ice Company, Limited                    | 60,000         | \$10     | all      | \$17, buyers             |
| Hongkong Rope Manufacturing Co., Limited         | 15,000         | \$10     | \$7      | \$7, buyers              |
| Hongkong & South China Steam Fisheries Co., Ltd. |                |          |          |                          |
| INSURANCES—                                      |                |          |          |                          |
| Canton Insurance Office Co., Limited             | 10,000         | \$250    | \$50     | \$175, buyers            |
| China Fire Insurance Co., Limited                | 20,000         | \$100    | \$20     | \$118, buyers            |
| China Traders Insurance Co., Limited             | 24,000         | \$83.33  | \$25     | \$105.                   |
| Hongkong Fire Insurance Co., Limited             | 8,000          | \$250    | \$50     | \$325, buyers            |
| North-China Insurance Co., Limited               | 10,000         | \$15     | \$5      | Tls. 155, buyers         |
| Union Insurance Society, Limited                 | 12,400         | \$250    | \$100    | \$815.                   |
| Yangtze Insurance Association, Limited           | 12,000         | \$100    | \$50     | \$190, buyers            |
| LAND AND BUILDING—                               |                |          |          |                          |
| Hongkong Land Invest. Agency Co., Ltd.           | 50,000         | \$100    | all      | \$94, sellers            |
| Humphreys' Estate and Finance Co., Ltd.          | 150,000        | \$10     | all      | \$5, sales               |
| Kowloon Land and Building Co., Ltd.              | 6,000          | \$50     | all      | \$22, buyers             |
| Shanghai Land Investment Co., Limited            | 78,000         | Tls. 50  | all      | Tls. 94.                 |
| West Point Building Co., Limited                 | 12,500         | \$50     | all      | \$47, sales              |
| MINING—  |                |          |          |                          |
| Societe Francaise des Charbonnages du Tonkin     | 16,000         | Fcs. 250 | all      | \$700.                   |
| Ramb Australian Gold Mining Co., Ltd.            | 200,000        | \$1      | all      | \$3, sellers             |
| Peak Tramways Co., Limited                       | 25,000         | \$10     | \$1      | \$12.                    |
| Philippine Co., Limited                          | 50,000         | \$10     | all      | \$1, buyers              |
| REFINERIES—                                      |                |          |          |                          |
| China Sugar Refining Co., Limited                | 20,000         | \$100    | all      | \$85.                    |
| Luzon Sugar Refining Co., Limited                | 7,000          | \$100    | all      | \$19.                    |
| STEAMSHIP COMPANIES—                             |                |          |          |                          |
| China and Manila Steamship Co., Ltd.             | 30,000         | \$25     | all      | \$10, buyers             |
| Douglas Steamship Co., Limited                   | 20,000         | \$50     | all      | \$31, buyers             |
| Hongkong, Canton & Macao S.B. Co., Ltd.          | 80,000         | \$15     | all      | 68, sel. (1/20).         |
| Indo-China Steam Navigation Co., Ltd.            | 60,000 pref.   | \$5      | all      | \$6, sel. (1/20).        |
| Shell Transport & Trading Co., Limited           | 60,000 def.    | \$1      | all      | \$9/6, sellers           |
| Star Ferry Company, Limited                      | 2,500,000      | \$10     | all      | \$24, ex div.            |
| South China Morning Post, Limited                | 10,000         | \$10     | \$5      | \$15, x div.             |
| Steam Laundry Company, Limited                   | 6,000          | \$25     | all      | \$25.                    |
| STORES AND DISPENSARIES—                         |                |          |          |                          |
| Campbell, Moore & Co., Limited                   | 1,200          | \$10     | all      | \$9, buyers              |
| Wm. Powell, Limited                              | 15,000         | \$7      | all      | \$3, buyers              |
| Watkins, Limited                                 | 10,000         | \$10     | all      | \$3, sellers             |
| A. S. Watson & Co., Limited                      | 90,000         | \$10     | all      | \$5, buyers              |
| Weissmann, Limited                               | 3,000          | \$10     | all      | \$12, buyers             |
| H. Price & Co., Ltd.                             | 15,000         | \$10     | all      | \$12, buyers             |
| United Asbestos Oriental Agency, Limited         | 9,900 ordy.    | \$10     | \$4      | \$100.                   |
| Union Waterboat Co., Limited                     | 100 fiders     | \$10     | all      | \$6.                     |

## Daily Wire

| Para Rubber in London | Amount.      | Value.   | Interest.     | Quotation.                     |
|-----------------------|--------------|----------|---------------|--------------------------------|
| London                | Tls. 767,200 | Tls. 233 | Tls. p. annum | PERNOS & SMYTH, Share-Brokers. |
| Chinese Imperial 1880 |              |          |               |                                |

## "OSRAMS"! "OSRAMS"! "OSRAMS"!

THE BEST METALLIC FILAMENT LAMP MADE.

PRICES REDUCED FROM 1ST JUNE.

The "OSRAM" Lamp, notwithstanding numerous cheap imitations and other Foreign-made Metallic Lamps, holds its own and commands a higher price on its merits, which are—

1st **PAYING** its own cost in 150 hours' burning by the reduction in Electric Light bills.2nd **LONG LIFE**, the average being 3,000 hours without blackening or taking more current.3rd **LOW CONSUMPTION**, the average being 1 Watt per Candle-power as against 4 Watts for the Ordinary Carbon Lamp.

SOLE RETAIL AGENTS FOR HONGKONG AND SOUTH CHINA:

**WILLIAM C. JACK & CO. LTD.,**

14, DES VEAUX ROAD CENTRAL.

TELEPHONE 358.

THE NESTLÉ & ANGLO-SWISS  
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## TODAY

Bank Holiday.

FORTHCOMING EVENTS.

Monday, 12th June—Auction of Crown Land at Kennedy Road, by Public Works Dept. 3 P.M.  
Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ltd. 12.30 P.M.

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